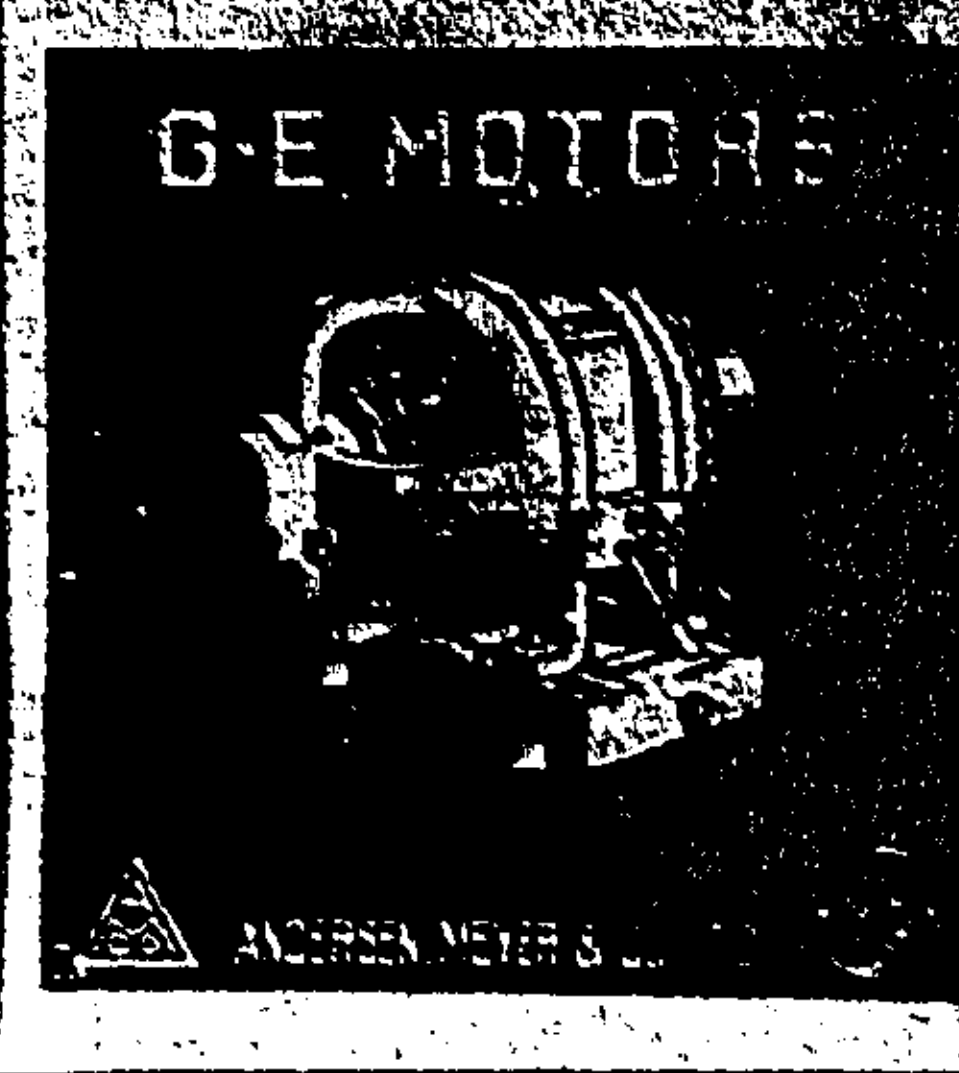




The Hongkong Telegraph



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WEDNESDAY, JULY 13, 1921.

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THE IMPROVED SITUATION IN IRELAND.

Loyal Observance of the Truce.

(Reuter's Service.)

London, July 12.
The fact that the first twenty-four hours of the truce in Ireland has been loyally observed is indicated by the absence of reports of outrages from the Dublin Castle authorities.

O'Callaghan's Return.

London, July 12.
Mr. O'Callaghan, the ex-Lord Mayor, has returned to Cork after an absence of eight months in America.

De Valera and Party Arrive in London.

London, July 13.
The reception of Mr. De Valera and party at Euston was of a remarkable character. There was a crowd of three thousand, many wearing Sinn Féin colours. The Irish flag was unfurled when Mr. De Valera alighted. He stated that there is no reason why the two peoples should continue at enmity; the question is simply one of recognising justice as the necessary foundation of peace. A semi-Royal saloon was provided for the party from Holyhead.

THE IMPERIAL CONFERENCE.

Mr. Balfour's Defence of the League of Nations.

London, July 12.
The text has been published of a speech by Mr. Balfour to the members of the Dominions Conference on the 8th inst. on the subject of the League of Nations, in which he strongly defended its existence. After reviewing the difficulties militating against its effective operation, Mr. Balfour declared that under the Parliamentary system the League's expenditure would always present an easy object of attack. The League would pay off consideration of individual benefits to members, which the old diplomacy was unable to undertake, as common international effort, notably in regard to labour and towards stopping illegitimate traffic in opium, arms, women, and children, in promoting an international Court of Justice, and the conference on international transit. He dwelt on other spheres in which the League was profitably engaged throughout the world, including mandates, negotiations for settlement of international differences. Mr. Balfour insisted that if the League were dissolved, a new Peace Treaty would be necessary to devise machinery to carry out the duties with which it was entrusted.

THE DROUGHT IN ENGLAND.

Device for Producing Rain.

London, July 13.
On Hampstead Heath last night hundreds of rockets were fired into the sky in the hope of enticing a little rainfall. Thousands watched the proceeding, many bringing umbrellas. The drought is unbroken.

THE INTERNATIONAL CONFERENCE.

Favourable Replies.

Washington, July 12.
It is understood that all but one of the Powers have favourably replied to President Harding's proposals.

Japan Accepts.

London, July 13.
It is understood that Washington has invited General Smuts to attend the disarmament conference. The British delegation, it is forecasted, will be Mr. Lloyd George, Mr. Balfour and Gen. Smuts. It is officially announced from Washington that Japan has accepted the invitation.

First Conference on Armistice Day.

The Daily Express is officially informed that all the Powers (Britain, France, Italy, Japan and China) have formally accepted President Harding's invitation to the Pacific conference. It is now considered that there is small prospect of a preliminary Pacific conference being held shortly, but it is reported from Washington that the first conference will be fixed for Armistice Day—November 11.

TRIAL OF GERMAN SUBMARINE OFFICERS.

Truculent Demeanour.

Leipzig, July 12.
The Court was the most crowded of any trial. Submarine-Commander Boldt was in mufti and Submarine-Lieutenant Dittmar in uniform, with many decorations, including the Iron Cross. Both were truculent when the President asked what they had to say. Dittmar replied that he told Commander Patzig that he would never speak about the case, and he would keep his word. Boldt replied that he was not guilty. He obeyed the Commander, whose word was law. He was proud to serve under Commander Patzig. He proceeded to make a long speech in praise of Commander Patzig's heroism, which the President twice interrupted as irrelevant.

MADRAS MILLS CLOSING INDEFINITELY.

Union Refuses Owners' Terms.

Madras, July 12.
The mills are closing indefinitely, owing to the executive of the labour union refusing to accept the millowners' terms.

FAMOUS AIRMAN'S TRAGIC END.

Mr. Hawker Meets his Death at Hendon.

(Reuter's Service.)

London, July 12.
The airman, Mr. Harry Hawker, who made the polestar attempt at a direct trans-Atlantic flight, but who fell into the water near Ireland, was killed while flying at Hendon through the aeroplanes catching fire when alighting.

CRICKET RESULTS.

Hants' Batsman's Feat.

London, July 12.
Surrey won by 49 runs. Yorkshire won by 31 runs. Northants won by 194 runs. Worcester won by 38 runs. Lancashire won by six wickets. Middlesex won by 151 runs. Gloucester won by 141 runs. Mead (Hampshire) is the first batsman to reach 2,000 runs this season.

Australians in Scotland.

At Perth versus Scotland, the Australians scored 422 (Collins 100, including fifteen fours, Bardsley 112, including a six and fourteen fours.)

THE BANQUE INDUSTRIELLE DE CHINE.

M. Briand's Statement to the Chamber.

Paris, July 9 (delayed).
The Chamber of Deputies discussed the date for the interpellation regarding the Banque Industrielle de Chine. M. Briand demanded and obtained an adjournment. The Premier reminded the Chamber that the Government did all possible in order to avoid a state of things the consequences of which would injure private interests and diminish repercussively the moral authority of France in the Far East.

The Banque asks the Tribunal of Commerce for the favour of a transactional settlement. The decision will be taken on the 25th inst. In the meantime the Government will have the possibility of pursuing its attempts with good chances of success. The Government is persuaded of the importance of the problem, and will place it higher than private interests.

M. Briand declares that negotiations began with China in order to attempt to maintain the enterprise, which has rendered and shall render great services to French interests. The Government intends to seek solidarity and to practise some moral pressure in view of the result to be obtained. The Premier is convinced that in the present state of things good hope remains that it will be possible to find a fair solution. M. Briand paid homage to the Chinese banks and the Chinese Government, which immediately made an admirable effort at solidarity and came under engagements. M. Briand considers that support is owed to these efforts, which give hope, and he will engage in this way his responsibility as Premier.

As the name of M. Philippe Berthelot was pronounced in the course of the debate, M. Briand protested against all insinuation regarding the Secretary of the Foreign Office, and lauded magnificently the services he had rendered and his high standing, and declared his entire solidarity with his subordinate.—Havas.

TO-DAY'S CHINESE TELEGRAMS.

Peking, July 13.
It has been discovered by the Diplomatic Corps that Prince Tuan (the leader of the Boxers) though reported ill in the Central Hospital shows no bad effects and seems to enjoy good health. There has been a demand for his return to banishment.

Application has been made by the Minister for Foreign Affairs to the British Minister in regard to the question of registration of Chinese schools in the Straits Settlement. It is said that the British Government is inclined to moderate its views.

(Other Telegrams on Page 2.)

WEDDING.

Martin-Stewart.

Of considerable interest to a large circle of friends in the Colony, the wedding took place yesterday afternoon at St. John's Cathedral between the Rev. Ernest W. L. Martin, acting warden of St. Stephen's College, son of the Rev. Canon and Mrs. Martin of Durham, and Miss Kathleen Louise Stewart, younger daughter of the late Rev. and Mrs. R. W. Stewart, of Fukuoka.

The educational and clerical circles of the Colony, amongst whom the couple are well-known, the bride herself a member of the staff of St. Paul's College, were well represented in the large congregation present at the ceremony, and later on at the reception held at the Bishop's house.

The Ven. Archdeacon Barnett officiated at the ceremony, with the assistance of the Rev. Mr. Holman, acting Chaplain of the Cathedral. Mr. Temple Boyan, M.C., was the organist.

The bride, who was given away by her brother, Rev. E. G. Stewart, acting Principal of St. Paul's College, wore a beautiful dress of lace with Irish lace veil, the gift of her aunt, Miss Stewart.

The honeymoon will be spent at Pei-ta-ho, the bride's travelling dress being a light blue voile with straw coloured trimming and hat to match.

LI IU HON.

An Interesting Interview.

In reply to the recommendation proposed by Luk Wing-ting, the Premier has said that if Li Iu-hon (the former Governor of Canton, at present a resident in Hongkong) can suppress the rioting in Kwangtung province, Li will be appointed Tschun as requested.

This communication formed the text of a telegram received by the Hongkong Telegraph from Peking yesterday, and led to a representative of this paper seeking out the official mentioned. Li received the pressman with great cordiality at his residence when the latter called this morning. He was shown the communication, heard its translation into his native dialect, and was surprised.

What could the meaning of this message be? he exclaimed with an expression of surprise. When informed that the message came from Peking, the mind of Canton's former Civil Governor seemed to clear. He uttered a significant "Ah," and explained.

For those of our readers who have not closely followed the sequence of political events at Canton it will be interesting to recall the part which the ex-Tschun took in the ejectment of the Kwangsi clique from Canton last year. He it was who, in the endeavour to recover his landed possessions and other sources of wealth from the hands of the Kwangsi party, joined forces with General Chan King-ming (now Governor of Canton) and with an army raised at his own expense, and drawn from the more disorderly elements of the province, drove the Kwangsi Governor Mok Wing-san from Canton and recaptured the city. In this campaign, Li Iu-hon told our representative, he had spent several lakhs of dollars, but this was not all the expenditure which resulted in a loss for him. On reviewing his properties and what remained of his personal estates, after the retreat of the Kwangsi invaders had returned them to his possession, he found that various pawnshops and jewellery establishments which constituted his chief source of income had either been entirely looted or their contents or burnt. He also discovered that the new Government, which he had helped to set on its feet, had neither the inclination nor the means to compensate him for his losses.

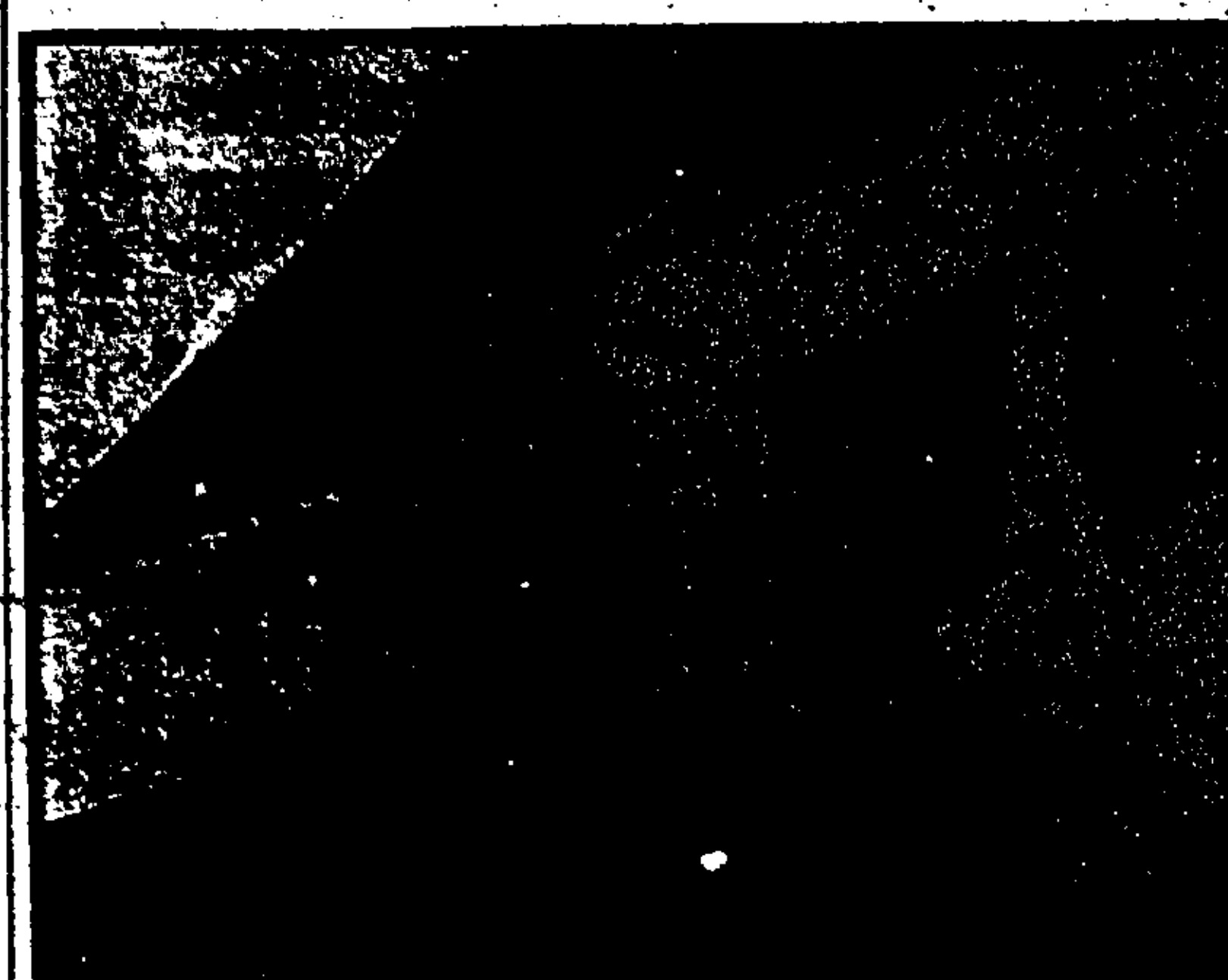
Not a cent have I received in return for the money I spent on those troops. Sun Yat-sen and his government has not the wherewithal to pay me. He cannot borrow money from the merchants or from the guilds either. This talk about his having secured a big sum from the merchants amounts to "drawing the big gun" (i.e. exaggeration).

Interviewer.—Is it a fact that you have a grudge against Chan King-ming because he failed to return you your property, which formed one of the conditions of your alliance with him against the Kwangsi men?—No, that is not so. I have had my property returned to me by Chan King-ming, and do not see how I should be anything else than in harmony with him.

But that was how the report came about that you intend shortly to join forces with Peking against him, pursued the interviewer.

Li expressed his complete ignorance of the origin of the report. He had resolved to take no further part in the political affairs of his native province and offered the opinion that the statements credited to the Premier and Luk Wing-ting were meant to draw an opinion from him with the offer of the Tschunship of Canton as the bait. "For the present," Li concluded, "I am taking no further interest in these matters, as I have enough to occupy my attention with sifting the conditions of my estates."

My affairs have since been much improved; only last week I made \$3,000 on my pawnshops. And there the interview ended.



MR. HARRY HAWKER

the first aviator to attempt the Atlantic flight and who has just been killed at Hendon.

UNIVERSITY RESULTS.

List of Matriculation Successes.

The following are the matriculation examination results for June, 1921.

Honours list.—In Tak Cheuk, Queen's College; Cheung Wai Fung, Queen's College; Pericle A. C. Chieri, St. Francis Xavier's College, Shanghai; Yeoh Ghim Chiew, St. Xavier's Institute, Penang.

PRIZES LIST.

Hongkong Centre.—Sik Hong, Botelho, Lee Tak Joe, Lee Tak Hwee, Burjor M. Talati, Lim Guan Hong, Jal. P. Cooper, all of St. Joseph's College; Hui Han Lee, and Leigh Byng, St. Stephen's College; Joe Edgar, Queen's College; Chow Tin Cham, Sacred Heart College, Canton; Chumlong Vepulla, Private Study; Chan Hin Kwok, St. Joseph's College; Pun Shiu Lun, O. Yau Shung, Chan Cheuk Wa, and Lau Lai Sang, of Queen's College; Ho Nai Kau, Ying Wah College; Lam Choi Chiu, Hung Chi-Po, and Fung Yui Shiu of Queen's College.

Shanghai Centre.—Yih Yee Fong, St. Francis Xavier's College; Lau Tsung Kya, Medhurst College; Leslie A. Lowie, Private Study.

Penang Centre.—Yeoh Cheanv Tuh, St. Xavier's Institute; Cheah Chong Poh, St. Xavier's Institute; Cheah Keng Tian, Penang Free School; Cheah Cheng Poh qualified for the Faculty of Medicine.

The following Candidate who previously Matriculated, has now qualified to enter the Faculty of Medicine.—Jamshed S. Gujari, Thomas Hanbury School (Shanghai).

SENIOR LOCAL RESULTS (19018).

Hongkong Centre.—Jose N. da Silva, St. Joseph's College; Dinarte F. Lopes, Diocesan Boys School; Tan Hing Liong, St. Stephen's College; Ho Kin Chung, St. Paul's College; Mark Kei Shun, St. Paul's College; Cheung Wing Lai, Queen's College; Wan Ye Po, Private Study; Lee Ka Min, St. Joseph's College; Kwok Chan, Diocesan Boys' School; Young Fook Ping, Private Study; Wong Chi-Tung, Queen's College; Hui Loh, St. Joseph's College; Joseph S. Shak, St. Joseph's College; Au Wai Fan, Ying Wah College; Wan Hang Shing, St. Stephen's College; Huijme Oksien, St. Joseph's College.

Shanghai Centre.—Lawrence L. Horenstein, St. Francis Xavier's College; Albert Horenstein, St. Francis Xavier's College.

Penang Centre.—Lim Poh Sim, St. Xavier's Institute.

SENIOR LOCAL RESULTS (GIRLS).

Hongkong Centre.—Maria Elsa Muller, Franco, St. Paul's Institute; Maria Adelaide Golin, Maria Lobato, Pedro Nolasco Commercial School; Lai Po Chuen, Italian Convent.

EARLIER SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

BANK COMPRADORE'S FLIGHT.

Singapore, July 12.
The compradore of a foreign bank is reported missing, also \$1,000,000. The manager of the bank and the police are most reticent in regard to the affair.

THE FIRST AIR MAIL BETWEEN PEKING AND TIENJIN ON THE 1ST INSTANT CARRIED 21 BAGS OF MAIL.

The first air mail between Peking and Tientsin on the 1st instant carried 21 bags of mail.

News in To-day's New Advertisements.

The Hongkong Land Investment Coy. are paying an interim dividend of \$4. per share, and the Hongkong Central Estate Ltd. are also paying a similar amount as interim dividend.—Page 4.

The West Point Building Coy. interim dividend amounts to \$12. per share.—Page 4.

Lammerts are selling off steel structural bars on Friday.—Page 4.

Lammerts are selling by auction Household Furniture at 40 Humphreys Building, Kowloon on July, 20.—Page 4.

Nestle's have a Walnut Cream Sandwich recipe on page 7 to-day.

"The Silent man" is the mid-week feature on the bill at the Hongkong Theatre.—Page 12.

The Robert Dollar Coy advise consignees of cargo of the arrival the s.s. Robert Dollar.—Page 5.

The Kowloon Theatre is showing a new film to-night entitled "The Reason Why" with Clara Kimball Young in the leading part.—Page 12.

The N. Y. K. announce the arrival in port of the s.s. Mishima Maru. Will consignees of cargo please note?—Page 4.

The Hongkong and Shanghai Bank are paying an interim dividend of £3 per share at the rate of a 2/7 dollar.—Page 4.

The University requires a shorthand clerk for the summer vacation.—Page 4.

To-Day's Exchange.

The closing rate of the dollar on demand, to-day was 2s. 7 1/2d.

The Weather.

2 p.m. Barometer.—29.80. Temperature.—87. Humidity.—61.

Lighting-Up Time.

Lighting-up time to-day, 7.11 p.m.

NOTICE.

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EARLIER TELEGRAMS.

THE INDIAN FRONTIER.

Simla, July 12.
 A communique reports that a line-repairing party was fired on at Palovina on 28th June. A company of Punjabis with Lewis guns and an armoured car were sent in pursuit from Jandola but were held up and the British forced to retire. This was carried out in orderly fashion, whereupon the enemy, now strongly reinforced, charged and were driven back by grenades. The troops eventually reached Jandola but, owing to the close nature of the heavy fighting, our casualties were heavy, including Lieut. Colonel Sherlock, Captain Schneider and fifteen Indian and other ranks killed. One British officer and two Indians were wounded.

PACIFIC AND DISARMAMENT PROBLEMS.

London, July 12.
 Official representatives of Japan in London have warmly approved of President Harding's initiative and have emphatically welcomed the invitation given to China. Mr. Hughes, Premier of Australia, hailed the Conference joyously. He declared it would end the curse of war. The renewal of the Anglo-Japanese Treaty in a form acceptable to all concerned was now on a fair way to realisation and if all desired disarmament it must come. Mr. Meighen, Premier of Canada, and Mr. Massey, Premier of New Zealand, expressed similar sentiments.
 It is authoritatively declared that Mr. Lloyd George will go to Washington to attend the Disarmament Conference which is expected to be held in the autumn. However, some of the Dominion Premiers favour a preliminary conference before they depart to discuss the Pacific question, particularly opining that this will pave the way to the Disarmament Conference at Washington. Conceivably this may fit in with President Harding's ideas.

GREEKS AND TURKS.

Paris, July 12.
 A message from Constantinople states that the Greeks having advanced in the direction of Iamidi the inhabitants of the town, aided by regular troops, ambushed and surrounded the Greeks who lost four hundred men in killed and wounded.

Athens, July 12.
 It is reported from Smyrna that the Greeks have opened an offensive and are advancing rapidly. They have occupied Hassan Pasha, Agrinos and Yenikou. The National Bank of Greece has lent the Government 150 million drachmas.

GERMAN WAR CRIMINALS.

Leipzig, July 12.
 The trials of Submarine-lieutenants Dittmar and Boldt have begun. They are charged with murder by firing on lifeboats filled with the survivors of the hospital ship Llandovery Castle. The case differs from previous trials, the proceedings being taken at the instance of a German prosecutor. The British Government only demanded the trial of Submarine-Commander Patzia who fled and is believed to be in Danzig. The German prosecutor, after examining British evidence, ordered the arrest of Dittmar and Boldt. Thirteen British and 52 German witnesses have been summoned including Admiral Vontrotha. The British mission, headed by the Solicitor-General is attending the proceedings.

THE WASHINGTON CONFERENCE.

Paris, July 12.
 The *Matin* announces that M. Briand will personally attend the Washington conference. The paper says France will not hesitate to associate herself with every effort to put an end to the ruinous competition in naval construction, but she is only able to disarm militarily if it is possible effectively to control Germany and Russia.

Later.
 The Government has accepted President Harding's invitation to the Disarmament Conference.

TREATY OF VERSAILLES.

Paris, July 12.
 In the Chamber in the course of a speech on foreign policy M. Briand declared there would be no question of dispensing with the sanctions until the Treaty had been integrally fulfilled.

UPPER SILESIA.

Paris, July 12.
 A message from Warsaw reports that there is continued unrest in Upper Silesia owing to roving bands terrifying many districts.

ALLEGED WRONGFUL DISMISSAL.

Meteor Garage Sued.

An interesting claim for three months salary for alleged wrongful dismissal was heard by Mr Justice J. R. Wood in the Summary Court yesterday afternoon. The plaintiff was Antonio Manuel Sequerra, clerk, of No. 3 Wood Road, top floor, and the defendants the Meteor Garage Company, of Des Vœux Road, Central. The claim was for \$150.

Mr F. N. d'Almada (of Messrs d'Almada and Masco) appeared for the plaintiff and Mr Leo d'Almada represented the Company.

Mr F. N. d'Almada briefly stated the facts. The plaintiff was employed as a clerk at the garage, his hours of duty being from 6 until midnight. At the end of May he was dismissed without notice and without any reason being given. His client saw Mr Silva Netto, the proprietor, who told him, for the first time, that he had been dismissed because he had been dismissed because he had not been accounted for. That was the only reason given. Plaintiff invited the proprietor to see Ching Ping but heard nothing further about it. A letter was written demanding three months salary for wrongful dismissal, but nothing was heard from the 1st until the 20th June and even then no justification for the dismissal was put forward.

Mr Leo d'Almada asked to be allowed to interpose the witness Ching Ping, who, he explained, was ill and was anxious to get away. The witness stated he was a regular customer at the Meteor Garage and always took cars on credit, paying up at the end of the month. On the 10th May he went to the Garage at 9.45 p.m. to hire a car. Plaintiff was not there. A Chinese insisted on his paying cash and he paid \$4 to the driver at the end of the journey.

The Judge enquired what defence was being put forward as a justification for dismissal.

Mr Leo d'Almada: Constant absence from duty.

The Judge: How many occasions are you going to prove?

Mr Leo d'Almada: During the month of May at least five times. In cross-examination, Ching Ping admitted he had a quarrel with the plaintiff on the 10th January when he refused to let him have a car without payment and referred him to the manager.

The plaintiff, giving evidence, bore out his solicitor's statement. He explained that he occasionally left the garage at night to go to a restaurant for a meal.

Cross-examined, the plaintiff admitted receiving the following letter from Mr Silva Netto on March 10th: "Several complaints have been brought to my notice by customers who ring up for cars and receive no attention or satisfaction through your absence from duty. Please note that any further complaint of absence from duty will render you liable to dismissal and serious action will be taken, which will be as disagreeable to you as it will be unpleasant to me."

Mr Leo d'Almada: You agree that Mr Silva Netto had very good reason for sending you this letter of complaint?

Plaintiff: I had been absent sometimes. Since I received the letter there have been very few occasions when I have been absent.

Mr Leo d'Almada pointed out that justification of dismissal was relied upon because of repeated absence from duty, negligence in looking after the drivers and for not properly attending to customers.

Replying to the Judge, the plaintiff said he was not responsible for the money, which was handed over by the drivers to the manager next morning.

The Judge said it seemed to him the only ground of defence was constant absence and asked Mr d'Almada to confine himself to that point.

Further cross-examined plaintiff said he went out to a restaurant for meals. The Manager had not given him permission and advised him not to go.

For the defence, Francisco Paula N. Ritchie, Manager of the Garage, was called. He said plaintiff had been employed there since May of last year. On many occasions he had been to the Garage at night and found Sequerra absent. This happened six or seven times in May. He eventually reported the matter to Mr Silva Netto.

Cross-examined, the witness said plaintiff was allowed to go out half an hour for meals.

Mr A. F. B. Silva Netto, the proprietor of the Meteor Garage, said he dismissed Sequerra at the end of May without notice because of reports of continued absence from duty. During the month of May he often had occasion to telephone the Garage for his car. Two or three times every week plaintiff failed to answer the telephone. He called up at various times between the hours of 7 and 11 p.m.

Replying to the Judge, the witness said that someone in the Garage always answered the telephone.

Mr F. N. d'Almada: Mr Ritchie recommended that a young man named Ritchie (his nephew), should be appointed in Sequerra's place?

Witness: Yes.
 Ritchie, recalled at the instance of Mr F. N. d'Almada, admitted that immediately Sequerra was dismissed his (Ritchie's) nephew was taken on.

The Judge informed Mr Leo d'Almada that a good deal of misconduct had to be proved before a man could be summarily dismissed. It had been admitted that the plaintiff had satisfactory discharged his duties since the complaint was made in March and that he was entitled to leave the garage for certain purposes. He was not satisfied that plaintiff deliberately neglected his work during May. He thought the Company had certain grounds for dissatisfaction with him but he was not prepared to find that that was sufficient to justify summary dismissal at the end of May. He did not think the plaintiff's course of conduct justified dismissal without notice.

Mr Leo d'Almada: At any rate he is not entitled to three months' salary.
 Mr F. N. d'Almada contended it was the custom to award three months salary in cases of wrongful dismissal.

The Judge: Do you mean to say he could not be dismissed without three months' notice?

Mr F. N. d'Almada: One month's notice is sufficient, but for wrongful dismissal he is entitled to three months' salary. It is the custom of the Colony.

The Judge gave judgment for the plaintiff for \$50 and costs on the lower.

WHEN A MAN'S FORTY.

If he has not previously worn glasses, he should lose no time in having his sight properly tested. If he has worn them, he should make quite sure by a scientific test that his glasses do not want altering. This is important. Up to the age of forty the muscles of the eyes will sometimes make up for defect by straining. After forty, the elasticity of these muscles gradually lessens until they become quite taut. The Hongkong Optical Co., Successors to Clark & Co., Refracting and Manufacturing Opticians, located in 53, Queen's Road Central, have the equipment to test your sight accurately.

RENTS RESTRICTION BILL.

Tenants Meet At Yau-mati.

On Monday evening a meeting of Chinese tenants in Yau-mati was held at the Tin Han Temple when the Rents Restriction Bill was discussed. The objects of the meeting were: (1) to organise a parade and petition the Government to pass the Rents Restriction Bill as it stands, and (2) to join the tenants of Hongkong in their efforts to that end.

Mr. Tse Fung-chi was elected Chairman and there was an attendance of seventy to eighty people.

The notice convening the meeting having been read, two representatives of the Hongkong tenants (Mr. Tin Tse-pun and Mr. Tse Tse-kwa) dealt with the importance of the Bill for tenants throughout the Colony and appealed for the united efforts of all concerned in support of the measure. There should, he said, be no discrimination between the tenants of Hongkong and those of Yau-mati.

An explanation was then made by Mr. Chan Kung-hap, one of the representatives of the Yau-mati tenants, who stated that the object of the meeting was to divide the work of the Hongkong Tenants' Association. It was considered that the numbers of tenants in Yau-mati was also very large but there was no intention of establishing a separate organisation. It had been expressly stated that the object of the meeting that night was to join the Hongkong tenants.

It was intended to assist the representatives of the Hongkong tenants to get the signatures of the various firms in Yau-mati to the petition to be submitted to the Secretary for Chinese Affairs. The representative of the Hongkong tenants then expressed thanks for this kind offer of help. He stated that the landlords had engaged all the barristers in the Colony to fight their case. It was therefore obvious for the tenants to be united for success to be hoped for; otherwise there would be no houses for them to live in and it was also feared that eventually they would hardly have a place to stand on.

It was finally resolved that, in case of necessity, two representatives be despatched from Yau-mati to join the committee of Hongkong Tenants' Association in their deliberations with regard to the Bill.

MOTOR AMBULANCES.

Up-To-Date Machines For Hongkong.

An order has been placed with a firm in England by the Hongkong Government for the purchase of two up-to-date motor-ambulances to supersede the one now in commission, which was presented to St. John's Ambulance Corps by Mr C. Lauritsen several years ago.

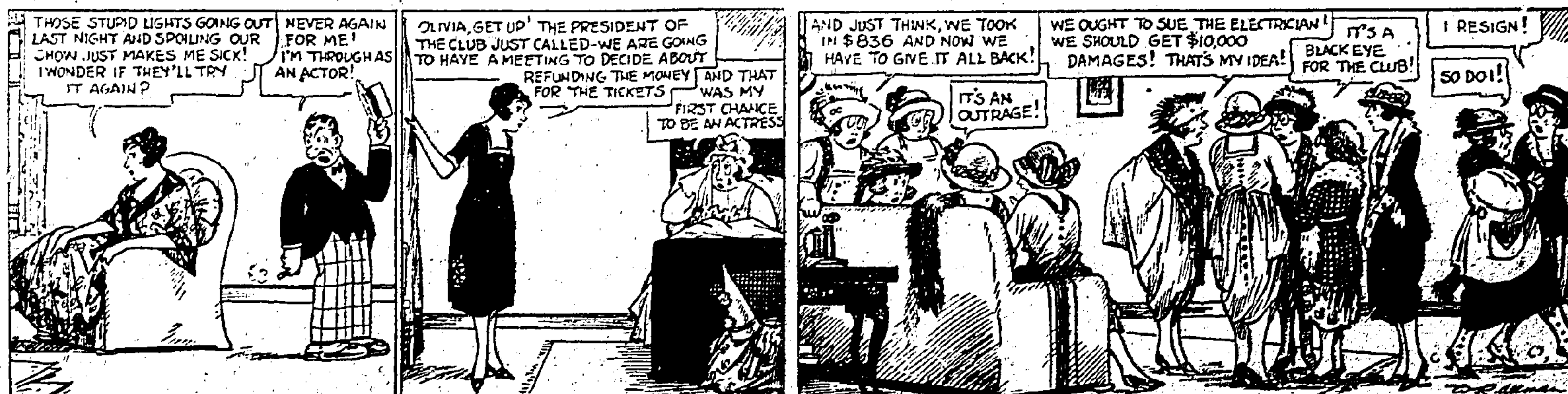
The present ambulance, for the use of which a moderate fee is charged, has proved to be a great boon to the public, especially in urgent cases, but in speed and climbing power is not satisfactory. In addition to these defects, its accommodation leaves much to be desired. After the arrival of the new machines the present ambulance will be transferred to the New Territory.

The new ambulances will be of superior and up-to-date type. A feature will be their fine accommodation which will provide room for a doctor and a nurse to look after patients en route to hospital, in addition to spaces for four stretchers. The interior will be electrically lighted and electric fans will also be installed. They are expected in Hongkong within the next two months and one of them will be employed in Kowloon.

DOINGS OF THE DUFFS

The Morning After

BY ALLMAN



AMERICAN EXPRESS COMPANY.

America 1841 Established Europe 1891.

HEAD OFFICE:— NEW YORK CITY.

WORLD WIDE SERVICE.

Exclusive Offices maintained at all principal cities in America.

Foreign Offices.

ANTWERP	GLASGOW	OSTEND
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BORDEAUX	KOBE	ROME
BREMEN	LIVERPOOL	SOUTHAMPTON
BRUSSELS	LONDON	SHANGHAI
BUENOS AIRES	LYONS	STOCKHOLM
CAIRO	MANCHESTER	TIENTSIN
CHRISTIANIA	MANILA	TOKYO
COBLENZ	MARSEILLES	VALPARAISO
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In Process of Organization.

ALEXANDRIA	CALCUTTA	SINGAPORE
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SHIPPING AND BANKING CORRESPONDENTS AT ALL PRINCIPAL CITIES AND PORTS OF THE COMMERCIAL WORLD.

OUR FACILITIES INCLUDE:—

Financial, Transportation and Travel Service.
 Advice on Packing, Shipping Routes, Foreign Custom Requirements.
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Commercial, Time and Savings Deposits received in local currency, Pounds Sterling, United States Dollars, Francs, Pesos, Tael and Yen currencies.

YOUR ACCOUNT IS INVITED.

C. H. BENSON,
MANAGER.
Hongkong.

THE ROBBERS OF HONAN.

A Plague Such as the Empire Never Knew.

Robbers there are, robbers there have been, and robbers there will always be until China is "born again." The revolution brought in a new order of things but revolution is not regeneration, and under the new order of things the old persists. That is, the old persists in some ways is not always a matter for regret; for, whatever the revolution has brought in its train, it has not brought in the new heaven and the new earth. There are times when elements of the passing of the old Manchu rule was otherwise than puerile and corrupt, but because it was effective. The Manchu system was the effort of a nation. A mere globe trotter could drill holes through its framework. A joke was enough to lay bare its pretensions. To the Chinese it was the imposition of a foreign yoke.

A certain western statesman once said that good government was not necessarily the same thing as self-government. True! Nevertheless some of us prefer good government to self-government, at least in China; but then we are not Chinese. We amused ourselves in bygone days by selecting adjectives descriptive of the powers that were. They were proud, pedantic, cunning, effete, childish, ridiculous. But adjectives notwithstanding, they held the nation together. They compelled respect for the law such as it was. They bestowed benefits with one hand, though they were careful to receive them with the other; and, if democracy was not a term in their vocabulary, they were not the poorer for being without an idea which in these republican days is a tickling cymbal, writes a correspondent in the N. C. D. N.

And, in the history of a single country in the north of Hupoh this is inscribed in characters that all can read: The security of the people is not what it was. The calm confidence of the farmers has declined by many points. Robbers there have been, robbers there are, and robbers there will be. The hill country protects them. But never in the memory of the oldest inhabitants—days of the Tai ping rebels always excepted—have robbers been so numerous, so effectively armed, and so daring as they are to-day.

There is no White Wolf, and there is no sacking of cities; but within the borders of this single magistracy, bands gather together to the number of hundreds, strong, and dissolve into innocents and unsuspected units as labourers and coolies. Others invade the prefecture, from neighbouring counties—deserters, marauders, freebooters, highwaymen, adventurers, cut throats, criminals—all, and leave a trail of smouldering farms and desolated hamlets. And, as always, robbers on a smaller scale follow in their train. So that with taei (great robbers), and hsiao-taei (small robbers), country folk take wistfully of days that are gone, when rulers ruled, and subjects were subject, and honest people were under less temptation to become robbers, and robbers under less temptation to run the greater risks.

Twice, within the last 12 months, Government troops have clashed with bandit robbers, and with varying results. As a rule the honours have remained with the troops, and the spoils with the bandits. The local people, impelled by necessity, have organized irregulars on their own account. Every village has its little garrison. Every country district has its defenders. The bugle sounds in wavering tones from ancestral halls and temples. The wage-bill is heavy, and the rifles are costly; but the expenditure is met by the assessment of shops and fields. The assessment varies with the locality: for one locality is ambitious, and another parsimonious; one is well-to-do and another badly off. But whether he one or the other, the irregulars are there, clad in uniforms that were once meant to be field-gray, and bearing arms that, but for their rust, would not disgrace a modern army.

The moral effect of these organizations is not to be despised. The alloy fears. They impart confidence. They feed local pride. A brave sight it is to see 5 or 20 of these heroes on a route march winding along the paths in Indian file, some of them throwing their chest well out, and some their stomachs, and stepping forward to a tune that should be easy to remember, because it consists of about five notes and one bar.

As police forces they have much to their credit. Information is brought privately that a certain robber is to be found in a certain

(Continued on Page 12.)

PORT INTELLIGENCE.

The following shipping and mail intelligence has been expected to happen to-day:—

Vessel	Agents	From	Mooring
Shing Hai S.S. Co.	Singapore	Amoy	A 4
B. S. S.	Canton	Kobe & Amoy	B 12
R. I. S. N. Co.	Tientsin	North Point	Coy's Wharf
A. P. C.	Swatow	Haiphong & Pakhoi	C 41
Chin On S.S. Co.	Batavia	Bombay & Singapore	B 32
Sing Koo	Shanghai & Swatow	Canton	C 44
J. C. J. L.	K. C. Wan	Coy's Wharf	B 30
U. S. S.			
N. Y. K.			
Dodwell & Co.			
Wo Hing Co.			
Hung Shun			

Clearances.

Vessel	Agents	Where Bound	Departure.
Tran	B. S. S.	Amoy	July 13th
Kueichow	N. Y. K.	Tientsin & Wei Hai Wei	
Lushan M.	M. B. R.	Canton	
Mogami M.	J. M. & Co.	Shanghai	
Glenham	Thoresen & Co.	Swatow & Shanghai	
Waishing	Dodwell & Co.	Moji	
Hellan	O. S. K.	Chin Wantao	
Taishan M.	Dodwell & Co.	Chin Wantao	
Hoculou M.	Wai Yee	K. C. Wan	
Wago M.	A. P. C.	Singapore	
Shan Cheong	O. S. K.	Swatow & Takao	July 14th
Anamba	B. S. S.	Amoy & Shanghai	
Saha M.	F. W. S. S. Co.	Tourane	
Shing Hai			
Chekiang			

Impending Departures.

(Compiled from our Shipping Advertisements.)

Vessel	Agents	Destination	Sailing Date
Waishing	J. M. Co.	Swatow	13th July
Nanning	B. S. S.	Shanghai	14th
Cadarette	A. L. Line	Singapore	14th
Hapoh	B. S. S.	Singapore	14th
Yokohama M.	N. Y. K.	Japan	14th
Maroran M.	N. Y. K.	Yokohama	14th
Hakobai	D. L. Co.	Yokohama	14th
Ballou	Ad. Line	Batavia	15th
West Japan	F. W. & Co.	Seattle	15th
West Hanchow	S. S. D.	Manila	15th
West Ind	J. M. Co.	Manila	15th
Wingang	J. M. Co.	Australia	15th
Changshing	J. M. Co.	Haiphong	15th
Lokan	F. O.	Haiphong	15th
Torilla	F. O.	Haiphong	15th
Shing M.	T. K. N.	San Francisco	15th
Suyuan	B. S. S.	Tsingtau	15th
Aki M.	N. Y. K.	Japan	15th
Samarang M.	N. Y. K.	Yokohama	15th
Nie	C. M. S.	San Francisco	15th
Chongshing	J. M. Co.	Tientsin	15th
Changshing	J. M. Co.	Shanghai	15th
Yeboshi M.	N. Y. K.	Japan	15th
Taihak	J. C. J. L.	Japan	15th
Yeboshi	F. O.	Amoy	15th
Yeboshi	F. O.	Amoy	15th
Nie	N. Y. K.	Amoy	15th
Sukling	B. S. S.	Amoy	15th
Hakobai	D. L. Co.	Peking	15th
Yangtze	B. S. S.	Peking	15th

Impending Arrivals.

(Supplied by our Advertisers.)

Vessel	Agents	From	Due Hongkong
Maroran M.	N. Y. K.	Moji	13th July
Robert Dollar	B. S. S.	Shanghai	13th
E. of Asia	F. O.	Manila	14th
Yokohama M.	N. Y. K.	Singapore	14th
Protector	B. S. S.	Shanghai	14th
Taihak	J. C. J. L.	Japan	14th
Yeboshi M.	N. Y. K.	Singapore	14th
Nikko M.	N. Y. K.	Kobe	14th
Sato M.	N. Y. K.	Yokohama	14th
Glenham	J. M. Co.	Europe	14th
Taihak	J. C. J. L.	Japan	14th
Taihak	N. Y. K.	Bombay	14th
Nikko M.	N. Y. K.	Calcutta	14th
Keweenaw	B. S. S.	Amoy	14th
Batavia	D. L. Co.	Amoy	14th
Kikano M.	N. Y. K.	London	14th

Consignees Diary.

(Compiled from our Advertisements.)

Vessel	Agents	Goods	Free Storage	Claims to be Examined
Yokohama M.	N. Y. K.	Holts	July 12	Aug 1, Tues & Friday
Robert Dollar	B. S. S.	Kowloon	July 12	Aug 1, Tues & Friday
Yokohama M.	N. Y. K.	Kowloon	July 12	Aug 1, Tues & Friday
Yokohama M.	N. Y. K.	Kowloon	July 12	Aug 1, Tues & Friday
Yokohama M.	N. Y. K.	Kowloon	July 12	Aug 1, Tues & Friday

POST OFFICE NOTICES.

On and after the 1st July 1921 the rates of postage payable on parcels for the United Kingdom will be as follows:—
 For a parcel not exceeding 10 lbs. 3d.
 11 lbs. 1d.
 12 lbs. 1d.
 13 lbs. 1d.
 14 lbs. 1d.
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INWARD MAIL.

From	Per	Due
Canada, U.S.A., Japan & Manila	Empress of Asia	14th July.
Europe via Suez (Letters only, London)	Yokohama M.	14th
Shanghai	Sinking	14th
Straits	Yeboshi M.	14th
Europe via Suez (Newspaper only, London)	Empress of Asia	14th
Shanghai	Cap Arcona	14th

OUTWARD MAILS.

For	Per	Date
Straits & Bangkok	Cadarette	Thurs., 14 inst., 3 p.m.
Amoy, Shanghai & N. China	Sinking	Thurs., 14 inst., 8 a.m.
Swatow	Hydrangea	Thurs., 14 inst., 8 a.m.
Swatow, Amoy & Takao	Sato M.	Thurs., 14 inst., 9 a.m.
Japan	Yokohama M.	Thurs., 14 inst., 9 a.m.
Swatow, Amoy & Fookien	Hakobai	Thurs., 14 inst., 1 p.m.
Philippine Is., Sandakan, Australia & New Zealand via Thursday Island	Changsha	Thurs., 14 inst., 1 p.m.
Hakobai & Haiphong	Let Sang	Thurs., 14 inst., 1 p.m.
Straits, Bangkok, Calcutta, & Aden	Torilla	Thurs., 14 inst., 1 p.m.
Saigon	Sai Sang	Fri., 15 inst., 2 p.m.
Philippine Is., Sandakan, Australia & New Zealand via Thursday Island	Changsha	Fri., 15 inst., 2 p.m.
Philippine Islands	Robert Dollar	Fri., 15 inst., 2 p.m.
Japan	Aki M.	Satur., 16 inst., 10 a.m.
Keelung, Shanghai, N. China, Japan, Honolulu, U.S.A., C. & B.	Shinyo M.	Satur., 16 inst., 10 a.m.
Shanghai & N. China	Sai Sang	Satur., 16 inst., 3 p.m.
Tientsin	Changshing	Satur., 16 inst., 3 p.m.
Shanghai, North China & Japan	Changshing	Satur., 16 inst., 3 p.m.

*Correspondence bearing vessel's name only.

BANKS.

ASIA BANKING CORPORATION.
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CAPITAL U.S. \$4,000,000.
 SURPLUS & UNDIVIDED PROFITS: over U.S. \$2,000,000.
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 BRANCHES: SHANGHAI, PEKING, MANILA, SINGAPORE, TIENTSIN.
 All descriptions of banking business transacted.
 Interest allowed on Current Accounts, Savings Accounts and Fixed Deposits in Local Currency, U.S. Dollars, Sterling or Francs.
 American Bankers Association and Guaranty Trust Company of New York Travelers Cheques sold by us.
 Payable throughout the world.
 R. WEUSTHOFF,
Acting Manager.

THE BANK OF CHINA.

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)
 Authorized Capital, \$50,000,000.
 Paid up Capital, 12,379,800.
 Reserve Funds, 8,507,578.
 HEAD OFFICE: PEKING.
 HONGKONG BRANCH: 20/21 Connaught Road Central. Branches and Sub-branches all over China and Correspondents in Japan, New York, San Francisco, Singapore and Manila.
 London Bankers—The National Provincial and Union Bank of England, Ltd.
 The Guaranty Trust Company of New York.
 New York Bankers—The Irving National Bank, and the Equitable Trust Company of New York.
 Interest allowed on Current Accounts and Fixed Deposits.
 Terms on application.
 Every description of Banking Business transacted.
 Loans granted on approved securities.
 Special facilities for Home Exchange.
 Interest on Fixed Deposits at the following rates:—
 For 3 months 3% per annum
 For 6 months 4% per annum
 For 12 months 5% per annum
 TSUYER PEI
Manager.

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Manager.

PACIFIC SHIPPING.



HOME VIA CANADA

Hongkong to England

Shanghai, Nagasaki, Moji, Kobe, Yokohama, Vancouver & Montreal.

STEAMER	FROM	DATE	STEAMER	FROM	DATE
E. Japan	Hongkong	July 13	E. France	Canada	Aug. 13
E. Asia	Hongkong	July 21	E. France	Canada	Aug. 19
E. India	Hongkong	Aug. 18	E. Britain	Canada	Sept. 10
Monteagle	Hongkong	Aug. 23	Melita	Canada	Sept. 23
E. Japan	Hongkong	Sept. 20	E. France	Canada	Oct. 13
E. Asia	Hongkong	Oct. 13	E. France	Canada	Oct. 19
E. India	Hongkong	Oct. 26	E. Britain	Canada	Nov. 11
Monteagle	Hongkong	Oct. 26	E. Britain	Canada	Nov. 20

Other Atlantic sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp & Havre.
Allotment of accommodation on these steamers is held in Hongkong. Through reservations made and tickets issued here. Early reservation necessary.

Three Trans-continental Trains Daily.
Standard Sleeping cars, Compartments & Drawing rooms.

Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC OCEAN SERVICES, LTD.

Hongkong Office Telephone 752. Cable Address: GAFCANAC.



HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE ISLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMER	DATE	STEAMER	DATE
SHINYO M.	July 16	SIBERIA M.	Aug. 27
PERSIA M.	July 20	TENYO M.	Sept. 9
TAIYO M.	Aug. 12	KOREA M.	Sept. 20

* Omitting Shanghai.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MULLENDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AYRES.

STEAMER	DATE
CHYO MARU	July 26th. Cargo only.
GINYO MARU	Aug. 15th.

For full information regarding passengers, freight, and cargo apply to—

Y. TSUTSUMI, Manager.

King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton. Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & DIXON, INC.

GREEN STAR LINE

Operating Far Eastern services for account of the

UNITED STATES SHIPPING BOARD.

TO MANILA.

"WEST HENSHAW" 15th July.
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Kwangsangchong Chungkok Street

Central, from Shanghai.

Sackabeng 82 Desroexes Yatlai-

chang, from Amoy.

Lingsiem No. 8 Caine Road,

from Shanghai.

Yunwoochong, from Shanghai.

TH. KRING.

Superintendent.

Hongkong, July 7, 1921

EASTERN EXTENSION AUSTRA-

LIA & CHINA TELEGRAPH CO.

Chilco, from Macao.

Cormos Insole, Peak Hotel,

from Anticoll.

Helen Lee, Passenger Kleist,

from London.

Lebris Kleist, retransmitted

from Singapore, from Nice.

M. E. F. AIREY,

Superintendent.

Hongkong, July 7, 1921.

LEAD-MINING IN SHANTUNG.

Mr. Lung Hsia-yueh and

others have organized a mining

company for opening lead mines

in Lai Yang, Shantung. The

area comprises 2,550 sq. mow (425 sq

acres approx). As soon as the

Shantung Board of Industry

grants its registration, operations

will start.

COMMERCIAL NEWS.

INTERNATIONAL CONTROL OF

CHINESE EASTERN RAILWAY.

Mr. Stevens, American railway representative of the Allied Commission on the Chinese Eastern Railway, in the course of an interview, said that the C.E.R. cannot be effectively managed except by international control, and he added that the American Government are of the same opinion. It is entirely due to the international control enforced, he said, that the railway has been able to realize satisfactory business results, for China and Russia alone cannot realize satisfactory results, still less can they redeem the loan of Yen 30,000,000 outstanding. In this connection, it is reported that Japan will accept Yen 20,000,000 worth of loans for the railway. She may welcome the loan, for she is prompted by a desire to extend the South Manchurian Railway. From an international point of view, however, the question cannot be decided without due deliberation. As regards the reported loan of Yen 10,000,000 to the railway, said to have been granted by the United States, Mr. Stevens said that America is not now in a position to accept it, owing to the prevalent financial conditions. Tuchun Chang Tso-lin is said to be a staunch opponent of the proposal to internationalise the railway, but it is thought that the Tuchun may be actuated by different motives in his refusal.

PHILIPPINE OIL SCHEMES.

The Richmond Petroleum Company, which is drilling for oil in the Bonoc peninsula in southern Luzon, has submitted to the insular government a proposal to establish a refinery at Manila, where refined petroleum may be supplied to the army, the navy, the Shipping Board, and the Philippine government. If this proposal is adopted, the present law will have to be amended, the provision now being that the aforementioned bodies have preference only in the purchase of crude petroleum. The Richmond Company is a branch of the Standard Oil organization. It is employing more than 20 American engineers and a large crew in the drilling operations in southern Luzon.

CHINESE MATCH FACTORIES.

The daily output of the Kinkiang match factory, completed last year, is about 60 chests each containing 50 gross of small-size non-safety matches of inferior quality. The matches are locally consumed and the raw materials are obtained from Japan. The consumption of matches in Yunnan is estimated to amount to 80,000—90,000 boxes annually. The province produces about 40,000, leaving a similar number to be imported, mainly from Szechuen and Kwangsi. The effect of the boycott against Japan was enormously to reduce the consumption of Japanese matches, and the manufactured article from Shanghai is now supplanting them.

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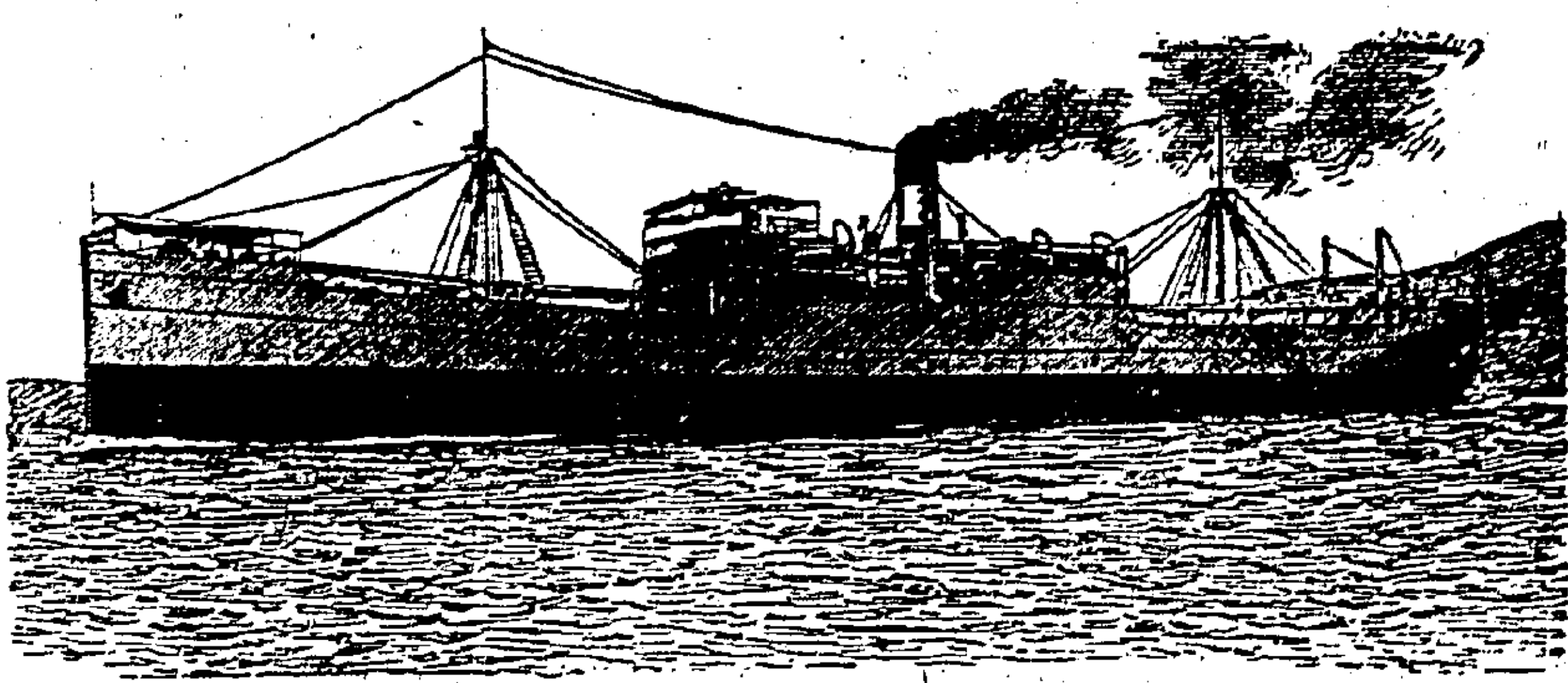
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"ATREUS"	30th Aug.	London, Amsterdam & Antwerp
"KEEMUN"	6th Sept.	London, Rotterdam & Hamburg

LIVERPOOL SERVICE

"VANOTSE"	19th July	Miles, Havre, L'pool & G'ow
"AGAMEMNON"	33th July	Liverpool & Glasgow
"EURYPYLUS"	8th Aug.	Genoa, Marseilles & Liverpool
"CYCLOPS"	19th Aug.	Marseilles & Havre

PACIFIC SERVICE

"PROTESILAUS"	3rd Aug.	Victoria, Seattle & Vancouver
"IXION"	24th Aug.	
"TALTHYBIUS"	14th Sept.	

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Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 18th July, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 1st Aug., or they will not be recognised.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE.

Agents.

Hongkong, 10th July, 1921.

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FAMILY OF FIVE OCTOGONARIANS.

Five persons, whose united ages totalled 415, met at a family gathering at Halberton, Devon. Three brothers were 86, 82 and 77, respectively, and their sisters-in-law 88 and 82.

NEGLECTED AIRSHIPS.

The Government Attitude and its Results.

It would seem that the simpler the problem the more complex and surprising must needs become the official solution; for example, airships. The position with regard to this much harried utility of the Royal Air Force has been a ready set forth, when it was shown that a prompt and straightforward policy would save a critical situation at very moderate cost. One-third of the total sum allotted to the Air Estimates would establish airships upon a commercial footing, and without waste of men, money, or material, writes a Correspondent in the Observer.

Records first in war, and later, in peace, should have entitled these ships to their fair share of any money destined to decide our supremacy in the air; but too much stress cannot be laid upon the fact that, except for one obstacle, their commercial future would have been thereby ensured, not as a potential experiment, but as a practical proposition. This particular obstacle was one which Germany (the first home of the passenger-carrying Zeppelin) had not been called upon to encounter (since it arose from our individual climate), viz., punctual leaving and landing in spite of meteorological conditions.

To take large rigid airships in and out of sheds, despite winds and weather such as these islands enjoy, and with due regard to punctuality, looked like proving a very serious obstacle indeed. It is one that has been brilliantly and completely overcome by the mooring mast, which, moreover, serves a double purpose—eliminating the expensive and unwieldy shed, and employing half a dozen men instead of four hundred!

A VAGUE OFFER

Verily the mooring mast shows an example of efficiency and economy which certain Government departments might do well to follow. The late Air Minister chose this moment—the moment of the mooring mast's triumph—to eliminate airships from the official programme, to hand their hard-earned share of the estimates over to supplement a broken-down civilian aeroplane service; and to offer all available airship materials as a gift to a surprised world! Not only this; but the offer was couched in such vague and ill-defined terms as to make it difficult for any business man to understand. There is no doubt that a commercial airship company would form and form quickly if given a fair chance, viz., clearly stated terms and the necessary initial support.

The present Air Minister is in a position entailing upon the one hand many difficulties, and upon the other splendid possibilities. He has the best technical knowledge to draw upon, and may be safely trusted to let his patience and judgment supplement these resources. But there is one danger of which he should be warned. He must consult airship experts alone about airships. However sound heavier-than-air advisers may be upon their own subject, they must keep to their own preserves or disaster will ensue. From one or two proverbial straws, showing the direction of the wind, the writer cannot help thinking that such a warning is already overdue.

For instance, there remains the question of long distance trial flights—or rather "demonstration flights," since both the words "trial" and "experimental" are misleading.

AN UNSUITABLE TERMINUS. These flights must take place with the least possible delay and expense. Unfortunately, this does not promise to be the case. For instance, it is inconceivable that

any airship expert should have recommended the erection of a mooring mast at Crofton. These long trips are necessary to show what airships can do, and for this purpose all that is necessary is for the ships to fly from Fulham and the mast that is there already. It is true that this mast was designed for service purposes, and has no passenger comforts; but, again, it would cost less to furnish this mast with a lift than to build a new mast at Crofton.

Again, the new mast is to be a hastily built affair of wood. If the Air Ministry wishes to build a wooden mast why not build one at Marseilles or Malta, or in Egypt, where such a mast is really required? The whole Crofton scheme is both superfluous and futile from an airship point of view, and is without reason or excuse.

Anyone commercially or otherwise interested in airships would willingly travel the short distance to Fulham in order to start upon their journey. Moreover, as a site Crofton is unsuitable in itself. For example, in some winds the mooring rope might damage surrounding houses. Indeed, so many heavier-than-air experts have condemned Crofton from an aeroplane point of view as to give rise to the suspicion that once more an attempt may be made to use the harassed airship as a scapegoat. Such a course is comparatively safe, since this department has no appointed authority to put the situation clearly either in the House of Commons or before the public.

KOREA'S DEVELOPMENT.

Admiral Saito's Aspirations.

CHINESE SUSPICIOUS OF JAPANESE INTENTIONS.

Admiral Baron Saito, the Governor-General of Korea, who visited Chinnampo for purposes of inspection, is quoted by the local correspondent of the Asahi as saying that now that Korea is pacified, earnest attention must be directed to the development of industries in the peninsula. As regards the policy to be pursued towards industrial development, the newly created Industrial Commission will be consulted. The question of recovering the control of the Korean railway by the Governor-General from the South Manchuria Railway Company is, the Governor-General continues, well-nigh decided. He hopes that the construction of new railways in North Korea will be somewhat accelerated by the work being undertaken by the Government.

At the recent Colonial Conference in Tokyo, matters relating to the control of Koreans were chiefly discussed, and the agreement reached was that efforts in that direction should be made chiefly by the Consulates concerned within the limits of the Budget appropriated for the purpose permitted. One argument advanced urged the establishment of a special organ for the exclusive transaction of such matters, but it is not known whether this scheme will materialise, as it is attended with financial difficulties. So far as the question of leases of land in China is concerned, the Governor-General does not think that it is a very difficult problem to solve. The negotiations on the problem seem to be making tardy progress because of the prevalence of the anti-Japanese sentiment among the Chinese authorities in Peking, which naturally make the local Chinese officials hesitate to meet the Japanese wishes. The most urgent need of the moment is to try to remove the strong suspicions of Japan and Japanese. It is advisable for the Japanese to cease

WORLD-WIDE SPORT.

James Dickson, the inside right forward of Queen's Park, has signed as a professional for Hamilton Academicals.

R. Rice is prepared to fight any light-weight in Europe for £1,000 a side, or Leonard, the world's champion, for £5,000.

It is reported that Jimmy Wilde and Johnny Buff, America, are to meet for the fly-weight boxing championship of the world at New Jersey on September 5.

Cecil Harriverson had a great struggle with Frank Ferraro to win the South African billiards championship. He was successful by the narrow margin of 24 points.

Mr. Winston Churchill played polo at Oxford for the Wanderers against Oxford University, who were beaten by 8 goals to 1. He played a fine game at back and was too good for the Oxford men, who were having their first game.

W. J. Bailey, the British cycling champion, who has been riding very well in France of late, won the Grand Prix de Penetecote at the Velodrom d'Hiver, Paris. The race was of two laps, and Bailey's time was 2mins. 49secs.

Mr. F. J. Wall, secretary of the English Football Association, said there was no doubt that the season would have to be shortened. Mr. Wall was of the opinion that things in the football world were now returning to the normal, but he thought charity would have suffered had the F.A. prohibited football this year in May.

J. B. Bell, the well-known Dumbarton sprinter, won two gold badges in ten days while playing centre-forward for the Vale of Leven. The ex-Queen's Park and Chelsea forward assisted the Leven lads to beat Clydebank in the Dumbartonshire Cup final and the Dumbartonshire Charity Cup final, and on both occasions he had a good say in the victory.

At Paris the Olympique Football Club beat Clapton Orient by two goals to one, while Huddersfield Town beat the French Red Star Club by two goals to nil. Tim Williamson, the veteran Middlesbrough custodian and English international, has resigned for his 20th successive season.

The Celtic football team defeated the Lions de Flanders by 5 goals to nil at Roubaix.

Preston North End are going in for an extensive scheme of ground improvement, and at the beginning of next season they hope to accommodate 45,000 spectators.

A. G. Hill put up a great performance at the Molinari sports meeting at Stamford Bridge in winning the mile handicap from scratch in 4m. 17s.—one-fifth of a second outside Joe Binks' long-standing record. He gave away starting up to 185 yds. Ugo Figorini (Italy), the Olympic walking champion, won the three miles walk from scratch in 22m. 10 1-2s.

to monopolise interests, and to work for the promotion of joint undertakings between Japanese and Chinese. Admiral Saito proceeds to say that as a policy of curtailment is to be followed for the compilation of the Budget for the next fiscal year, it will be difficult for the Government-General to obtain ample funds for the starting of many enterprises, but there is no need for pessimism. The theory of Korea's financial independence, as it would interfere with the successful development of industries. He is glad that the Japanese at home have come to have a better understanding of Korea, but fuller knowledge of the peninsula on their part is necessary.

BOOKS EXPRESSED IN BINDING.

Women Who Follow A Fascinating Art.

Women in increasing numbers are learning how to bind their own books.

Many women have made a special profession for themselves in binding in elaborate and costly bindings valuable volumes belonging to other people. Many more have learnt the art because they like to give their own books and those of their friends worthy and lovely covers.

"I like to read my favourite books in bindings which express them, so to speak," a Daily Chronicle representative was told by a woman who was busy in a little workshop she had fitted up for herself.

"It always seems to me that Thomas a Kempis ought to be read in white vellum covers with only a very chaste little design, perhaps, to break the cream of the binding."

"I could not possibly afford to search for expensive editions of my favourite books which came up to my ideas, so I decided to learn how to clothe my books for myself."

RUTH GARLANDS FOR HERRICK.

On a shelf above the happy worker's head were to be seen "Percy's Reliquias," with a tooled design of little birds on russet-brown leather to remind the reader from the outside of the bird who sings in the good Bishop's mock medieval song; Herrick, with a rose-garland decorating the grass-green cover; and a very modern poet, who shall be nameless, bound in gloomy black calf with a jazz design of circles and squares impressed on it.

At the Westminster Technical Institute in Vincent-square classes in the binding and care of books, arranged specially for the convenience of women, have been a great success. Here the women are taught the higher branches of bookbinding, and of course, how the covers of books can be decorated by tooling.

In a rather humble way, other women are doing the best they can for their treasured books by fitting new covers of dainty printed linen, or cretonne over soiled or ugly bindings. The books so covered may not fit in very well with a scholar's idea of what a book should look like, but they make a very fresh impression in the white-enamelled case for bedside books.

CARNEGIE GOLD MEDALS FOR X-RAY HEROES.

British Soldier Honoured for Gallant Rescue.

The committee at Paris, of the Carnegie Foundation has awarded the gold medal to the following—

Dr. Infroit, the famous radiologist, who has had several fingers amputated as the result of disease contracted in the course of his X-ray experiments.

M. Vaillant, head of the X-ray laboratory at the Salpêtrière Hospital, who has continued his work in spite of losing his left arm. He received a further award of 50,000 francs.

Dr. Leray, who died on March 26 from burns contracted during his work in radiology.

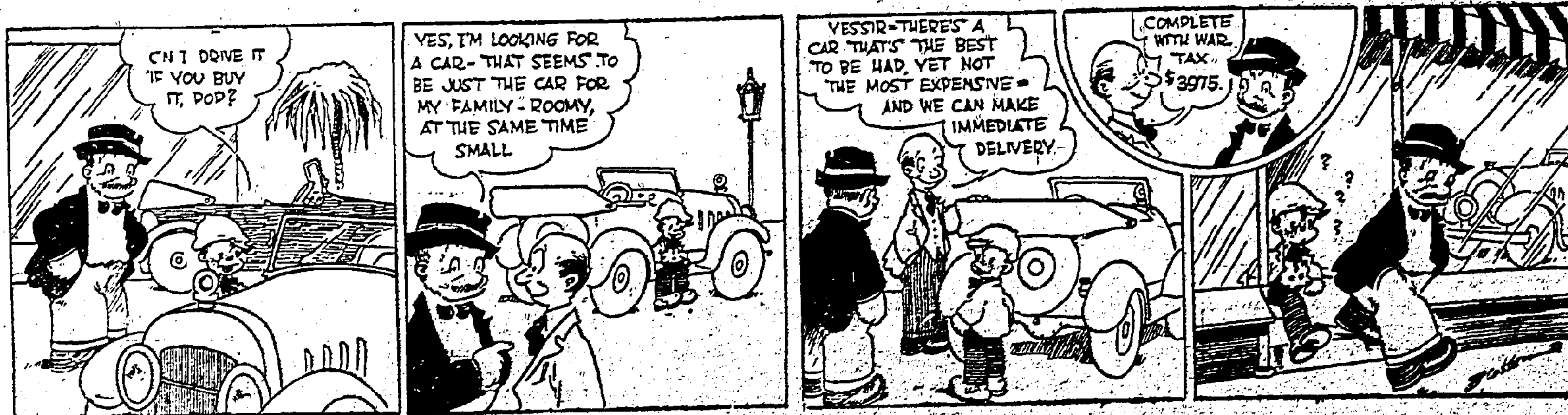
In the list of those awarded bronze medals is Corporal David Mills, of the Royal Engineers, who in June 1918 went down a deep well to rescue a woman.

A silver medal and 6,000 francs were awarded to the widow of Captain Gaillard, of the cargo boat Rance, who refused to leave his ship when she was torpedoed in 1917, and was drowned.

FRECKLES AND HIS FRIENDS

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The Hongkong Telegraph

HONGKONG, WEDNESDAY, JULY 13, 1921.

THE CHINESE WIRELESS IMBROGLIO.

A Washington cable notifies that, in reply to the Chinese Minister, the U.S. State Department has declared that the Government will support the American Federal Wireless Telegraph Co. in respect of its contract with the Chinese Government for the erection of wireless stations, despite the protests of Britain, Japan, and Denmark. This is a question that has around considerable discussion during recent months. A brief statement of the facts may help to an appreciation of the issues involved. In February 1918 the Chinese Naval Department entered into a contract with a Japanese concern, the Mitsui Co., by which the latter was accorded the privilege of erecting an extensive wireless station capable of communicating with Japan, Europe and America at a cost of something over half a million sterling, the Chinese Government to have the right of expropriation by thirty equal annual instalments. The original instrument does not confer any monopoly upon the concessionaires, but in the following month a declaration was attached to the contract providing that "during the term of thirty years no other party shall be allowed to erect a similar wireless telegraph station communicating telegraphically with Japan, Europe, and America, neither may the Chinese Government itself erect an installation."

This the concessionaires interpreted as conveying to them the exclusive right of constructing, during the period mentioned, a plant capable of world-wide communication, and, having regard to the risk of a competitive undertaking rendering the young enterprise unremunerative, this appeared a not unreasonable stipulation. In October 1918 the Marconi Wireless Telegraph Co. entered into a contract with the Chinese Government for the erection of three stations, but as these, with a range of 700 miles, were restricted to domestic operations, the Japanese concessionaires did not regard the contract as any infringement of their rights. What the Danish protest refers to we do not know, unless there was a hope of introducing the Poulsen system; but in the early part of this year came the agreement between the American company and the Chinese Government, which the Mitsui Co. naturally regards as infringing its rights, as also does the Marconi Co.; only there is another question involved.

The American company agreed with the Chinese Government to erect four large high-power stations at Peking, Shanghai, Harbin and Canton, the price being stated as \$2,000,000 U.S. dollars, the installations to be operated under the Chinese Telegraph Administration with foreign supervision, and the undertaking to revert to the Chinese Government in ten years, so that, in some respects at any rate, the contract was more favourable than the one entered into with the Japanese company. Protests were entered, to which the American response was that the Japanese contract was in contravention of U.S. treaty rights, and was also detrimental to adequate Pacific communication facilities. As Art. XXX of the Sino-American Treaty of 1858 entitles American citizens to the same rights as China may confer upon the subjects of any other Power, Washington's first contention, assuming that the Treaty has not been in any way superseded, has at least *prima facie* justification. Whether this carries an absolute right, in the sense of forbidding the other party to grant the subjects of another Power some particular privilege, is possibly a question. The United States, we believe, in reciprocating "most favoured nation" economic treatment, reserves to some extent her own construction of the privilege. Regarding the provision of additional communication facilities, the American attitude agrees with the broad principles of public, or of international, policy. There is, however, the question whether divided patronage will permit of the services paying, and if they do not they may suffer in point of efficiency. It must be added that it was incumbent upon the concessionaires to remember the maxim *caveat emptor*—seeing that the Sino-American Treaty is public property, they must be deemed to have had notice of it; but the situation that has arisen is certainly unfortunate for the earlier concessionaires, especially the Japanese, who undertook an extensive pioneer service at heavy outlay.

NOTES & COMMENTS.

Belfast—Dublin.

None of us can have read the news regarding the forthcoming conference at Downing Street between representatives of Sinn Fein and the British Government without experiencing a thankful hope that the outcome will be peace at last for unhappy Ireland. The manner in which the beginning of the armistice was celebrated in Dublin was a striking testimony to the genuineness of the southern Irish to co-operate in ending the sordid struggle. But the news of the week-end's bloody battle in Belfast makes doleful reading and spoils the otherwise bright picture. Is it not a little strange that in "loyal" Belfast we should have this terrorism and warfare whilst on the same day in Dublin there was rejoicing and temporary concord? Let us try to be fair all round. We have in the past condemned Sinn Feiners because of their senseless warfare and because of their guilt in atrocities that have set us all to shame, but we must be equally prepared to condemn all who take the law into their own hands and attempt to gain by violence what should be gained by legislation. The week-end in Belfast was of the character it was because of armed Orangemen as well as because of armed Sinn Feiners. Reuter unobtrusively tells of a procession of Orangemen, many of whom were armed and who ran up side streets to fight the Sinn Fein snipers. Now, we must not more tolerate armed intervention by Protestants and Loyalists than we can tolerate armed activities by Sinn Feiners. Where one stands condemned the other must if he indulges in precisely a similar action. We sincerely trust that the Home Government will express its whole-hearted disapproval of the actions of both sides and not visit the sins of both on one faction only. Let us blame Sinn Fein for all that it has been guilty of, but let us not be so blind to facts and to justice as to let go uncensored the unlicensed activities of the opposition—even though that opposition be on the side of the Crown. We are at a point in Irish affairs when only complete frankness will avail. Rob the situation of that and you rob it of all its value. Dublin is peaceful—Belfast is in the throes of terrorism. Verily, we live in an age of travesties.

Credit for Exports.

We rather thought there would be some opposition to the non-extension of the Empire exports credit scheme to the Far East. We could never quite understand how it was that because India did not want the scheme applied to herself the whole of the Far East was omitted, especially when we knew, as everyone else must have done, that British exports to the Far East were in every bit as much in need of assistance as they were to anywhere else. It was stated at the time that the exclusion decision was made that the Banks were in a position to finance trade as formerly and whilst it is true that they might have been in the position it is also true to say that the Banks did withdraw a great deal of their credit support. In a new item we published yesterday a leading trader of the Colony said that he failed to see how business could be bettered until the Banks became a little more liberal in the matter of credit extension, and there must have been some very fatal misunderstanding of the position at Home for the decision to have been come to to exclude the Far East as a whole from the benefits of the Government scheme. One can see the desire not to help those who had proved unworthy in the past by the cancellation of contracts, for it would indeed be pernicious if the money of the British Government was being devoted to such an end, but the vast volume of legitimate export business from Home to the Far East, which is suffering as much as any export business from the tightness of Bank money, is a legitimate sphere for the employment of the assistance. Reuter has only told us that in the House of Commons a protest was made; he has not told us the result of that protest, which would have been the most interesting part of the matter. We shall have to wait, apparently, though it might be a good thing if our Chamber of Commerce (of whose doings we hear nothing) moved itself a little in this direction. Of course, it might have done so already, but we are never allowed to know until the Committee sees fit to publish a big book at the end of the year. And it might be mentioned, this

DAY BY DAY.

WITHOUT WOMEN THE LIFE OF A MAN WOULD BE WITHOUT AID AT THE BEGINNING, AND WITHOUT SOLACE AT THE END.—*Madame D'Houdetot.*

There was a clean bill of health in the Colony yesterday.

We learn that the meeting of the Legislative Council fixed for to-morrow has been postponed.

Chief Inspector Kerr is leaving for the North on a six weeks' holiday, on Saturday by the s.s. Suiyang.

To-morrow, the 14th of July, on the occasion of the French National holiday, the Consul General for France will be "At Home" at his residence 13 Peak Road, from 12 to 1 p.m.

We learn that the War Office has approved of an exchange of battalions between Major H. J. F. Wallis and Major G. Le Huquet, of the Wiltshire Regt. Major Le Huquet is joining the 1st Bn. in Ireland.

For being on board s.s. Cadaretta without the permission of the master or the officer in charge, on the 12th inst. Chan Tsoi was at the Marine Court this morning fined \$5, with the option of 7 days' hard labour.

Two Chinese contractors were this morning charged before Mr. R. E. Lindell with overcrowding their employees' houses. Sanitary Inspector Hill said that he found 23 men in one house. The contractor was allowed only 11. The Magistrate fined the defendants \$25 each.

To-day's Canton Times states: "Rumours have been current ever since the arrival of the Empress of Japan at Hongkong that this steamer carried an interesting cargo of munitions from a Canadian port consigned to agents interested in the welfare and progress of the Kwangsi militarists."

As we are going to press we are informed that a telegram has been received from the Baodman Opera Company saying that the company will arrive by the Aki Maru on Saturday and will therefore open their season on Saturday night with "Oh Joy." Plans for this performance will open to-morrow morning.

Leung Kam, the mistress of a trading junk, was charged at the Marine Court this morning with anchoring or lying in such a position as to obstruct the free access of other vessels at the Eastern entrance of Causeway Bay harbour of refuge, on the 12th inst. She was fined \$5, or, in default, sentenced to 7 days' hard labour.

A Japanese was this morning charged before Mr. Orme with leaving the s.s. Kishu Maru, without the permission of the C.S.P. He was a through passenger from Bangkok to Japan. Having failed to get his passport vised by the British Consul at Bangkok he was not allowed on shore. When the ship arrived here he was told that he could not get ashore, but in spite of this he went ashore and changed some money. The man said he left the boat to get some money changed and returned after he had finished his business. He had no unlawful intention. He was fined \$10.

So persistent were the people in charging the managing director of the Canton Water Supply Company of "squeezing" by buying only cheap coal for use in the pumping station, that the Municipal authorities deem it necessary, says the *Canton Times*, to make a thorough investigation of the alleged charges. The investigation of the Company by the Municipality has been authorised by order of the Governor who has received similar protests from the shareholders of the company who also charge the managing director of using cheap coal and buying from only certain firms with the alleged intention of "squeezing."

Exports credits scheme seems to be following the old rules of helping the big people first. One contract, absorbing no less than \$2,000,000, has been signed and a large number of small applications have been received. Something like what happened here in regard to the Government's money for housing. The small people—those who need it most—can wait.

BANQUE INDUSTRIELLE.

"Dog in the Manger" Attitude.

(From Our Own Correspondent.) Shanghai, July 13. The Shanghai Chinese organisations are protesting against the Bankers Association's action in redeeming the Banque Industrielle de Chine notes, citing the Association's inaction when Chinese banks have failed.

SUDDEN DEATH OF CAPT. DOUGLAS STORY.

War Correspondent and Indian Government Official.

FIRST EDITOR OF THE S.C.M.P. (Reuter's Service.)

Calcutta, July 12.

Capt. Douglas Story was found dead in a train at Rajpootana.

Capt. Douglas Story, C.B.E., 5th (Reserve) Bn. Middlesex Regiment, who was born on December 31, 1872, had a notable career as Press correspondent, and as Government official in India. His experience included a number of years in the East and Far East. During this period he was the first Editor of the *South China Morning Post*, in which capacity he undertook a quantity of work in connection with the organisation of the journal. Residents will no doubt remember Mrs. Story also. Educated at Watson's College and Edinburgh University, Captain Story served as war correspondent to the *Daily Mail* in the South African war, and a few years later was correspondent for the *Daily Express* in the Russo-Japanese war. In connection with the Empire tour of King George when Heir Apparent, Capt. Story represented the *New York Herald*, and subsequently was special correspondent of the *New York Tribune* in Egypt, Siam, China, Japan, Russia and South Africa. He was also special correspondent in India, Russia and Siberia of several syndicated newspapers, and editor of various journals in London, New York, Johannesburg and Hongkong.

During the war he was appointed D.A.A. Q.M.G. Army Headquarters in India, and was subsequently Shipping Controller in that country, receiving the thanks of the Ministry of Shipping and of the Government of India. Last year he was appointed Director of the Bureau of Information of the Government of Bengal. Capt. Story was the author of "To-morrow in the East," "The Campaign with Kurapatkin," "Ten Miles from Anywhere," and "The Drift of the Day."

ARSENAL DISCOVERED.

Revenue Inspector's Find.

A Chinese woman was charged this morning before Mr. G. N. Orme with having in her possession, at 250, Hollywood Road, a Mauser pistol, one Colt revolver, another revolver whose make was unknown, 2,139 rounds of ammunition, 1,000 detonators and 200 primers, and also two tael of opium.

The defendant said that these things were left in her care by the principal tenant of the house, who was absent when Revenue Officer Ward raided the house. This man had given her the key of the boxes in which the arms were found.

Revenue Officer Ward said that he raided the place at 3 p.m. yesterday and found the things in several places. He also found seven empty magazines.

For being in possession of the arms, the Magistrate fined the woman \$1,000 or five months and for the opium \$200 or one month.

WHERE THE GLOOM GERM LIVES.

When you feel out of temper with everybody and every thing, when you find work a worry and life seems full of gloom, look to your liver, for that most likely is where the trouble lies, and take a dose of Pinkettes, for therein is the remedy.

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ROUND THE TOWN.

By "Gadabout."

It is probably just human nature with some people never to be punctual. In practically every theatre one goes one is annoyed by people coming in and taking their seats after the show has begun, but Hongkong in this respect is the limit. One wonders why some people go to plays at all; they surely cannot follow them. In Hongkong the curtain goes up for the first act with about only half the audience in their places. The other half dribbles in slowly in twos and threes and by the end of the first act almost everyone who is going to come can be reckoned to have arrived. But when the curtain falls on Act I these people decide that they want to go out again. About half the audience push their way past the other long-suffering half who had an idea that they were going to have an evening's enjoyment and have now found out their mistake, and so the procession keeps on. By the time the interval is over most of those who wished to leave their seats have done so and when Act 2 is well away the always-on-the-move brigade commences to come back again. Treading on a few pet corns, etc., on the way, most of them are in their places before the Act is finished, but by the time the last is seated the curtain has fallen once more and some of them are hastening to proceed outside once more. Of course, this may possibly be a slight exaggeration but it is certainly how it appears to the theatre-goer who really wants to see the play. It seems to be just one endless procession backwards and forwards. Some people apparently have queer ideas of how to enjoy themselves.

The past week saw the anniversary of the Battle of Tones Wood, one of the most glorious days in the history of the regiment at present stationed in Hongkong. What visions did the celebration conjure up to those khaki-clad heroes on Murray Parade Ground on Friday? To those who went through the scrap it brought back many memories. It recalled the memory of old and trusted comrades whom they

would never see again; comrades who had made the supreme sacrifice in the fight for justice and for the freedom of the whole world. It recalled many scenes that are best forgotten and many that may well be remembered. It recalled the many acts of heroism and the feeling of having gained a glorious victory. To the youngsters who have donned uniform since the signing of the Armistice it recalled nothing, but it showed them that they have traditions to live up to and made them feel proud to belong to such a fine regiment. The Wiltshire Regiment has a glorious record of service in many parts of the world. They are sportsmen to the core and the many trophies which adorn the messes testify to their prowess on the playing fields and sports ground. They have made numerous friends in Hongkong and there will be many who will be sorry to bid them farewell when they leave for India next trooping season.

Is there no place for all these beggars that are to be seen in the streets of Hongkong? Wherever one goes these unfortunates are encountered. Some blind, some lame, they go up to pedestrians, holding out their little tins and asking for "cumshaw." It is not uncommon to meet three or four of these poor wretches in the course of the day and there must be a considerable number of them in the Colony. One does not begrudge them a few cents if they are *bona fide* cases and the average person must be touched to see them and surely wishes to better their lot. But people object to being pestered by these beggars in the streets while they would perhaps be willing to subscribe towards some institution which would sort out the deserving from the undeserving and take the former under its wing. Surely something can be done in the matter; the conditions that at present exist are hardly a credit to the Colony. The people of Hongkong were enthusiastic enough about bettering the condition of the animals in the Colony and it is to be hoped that the condition of these poor wrecks of humanity one sees is quite as important a matter as the providing of troughs of drinking water on the street corners for poor Fido.

Between Ourselves

By Robt. MacWhirter.

It's a sure sign that things are getting back to normal again when Reuter begins to clutter up the cables with the weather reports. The coming of the Great War gave the weather a rest. To begin with, folks had something else to talk about, I suppose, and to the credulous censor even "It's a fine day" might have meant something to the advantage of the Boche so we were spared the idiosyncrasies of the weather clerk for quite a while. If our source of information is to be trusted the sun seems to have been putting in a bit of overtime lately. I'm now awaiting the nice three sticks of reprinted culled from some religious organ proving how in this connection an all-wise Providence is making up for the effects of the recent coal strike. But that's by the way.

This morning I happened to remark to Janet that the drought at home would mean plenty of hand-watering for our garden at Linkumoddie but she was right annoyed at the very idea and water selling at a franc a bucket in France, she said. Janet never took very kindly to our garden, anyway. But I could have told her that scarcity of water was no new thing in France. From the way they charge for lemonade there I eye never what y. would say over plentiful. I thought though, this morning that Reuter had just about reached his limit when he spoke about a heat wave in Ireland. I'd got half-way through the telegram when I realised that the man on night duty hadn't been taking enough water w/ his, and had mixed the headings somewhat. But he wasn't so far out after all, for I declare to goodness it was hot enough in Belfast over the week-end to please even the most bigotted Carsonite. That there was a high temperature in New York I'm no bit surprised at. What between the Carpentier debacle and the succeeding glorious fourth the hot air in that city must have been fierce while it lasted. No wonder the kiddies needed the fire hose turned on them, poor wee souls. But this weather chatter is always a good seller. It's often blamed than blessed but yet it's a necessity. We couldn't get on

without it. I shudder to think of the terrible silence that would mark the gaps in our social converse were there no weather to talk about. As an ice-breaker, even w/ a high temperature, it has no rival. When Janet and I began courting first—but that's maybe no fair. Between ourselves the weather has become so mixed up w/ the lives of us all that we can't ignore it if we would. (That reminds me. If any of ye ever come across an umbrella w/ a horn handle and a broken rib w/ tobacco pipe, silver handle, ye might send it along to this office and there'll be no questions asked.) As I was saying, no man who talks glibly about the weather can be an utter rogue. It is of the man who meets all weathers w/ a misanthropic silence that you should beware. He's probably more dangerous than a mad dog. There's a few on the other hand though, that ye want to look out for. As old Eustace would say, he's too darned wholesome anyway. He's the chump that rushes into hasty generalisations, swearing by his great-grandfather that the seasons are no' what they used to be but have got hopelessly mixed up instead. Most folks, for that matter, who have reached middle life have a firm conviction that the summers were warmer in their young days and the winters more severe than now. It's like telling a kid that there's no Santa Claus to explain to an old grey-whiskered lad that the brooding rage of yester-year existed mostly in his imagination. Ye may shave clean your upper lip but I think it's a sure sign of senile decay when ye begin handing out conversation about the good-old-fashioned weather we used to have. Claxton would probably tell us from documentary proof that the far-back rarities of our climate is chiefly myth. When the lads who live rent free in our observatories get the tabulated records of a few thousand years to work on then it will be time to decide whether in the case against the weather Clerk it is a true bill or no'. As things are now the only certain thing about the weather is that it is uncertain.

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TO-DAY'S
MISCELLANY.

The most sensational finish of a Test match ever witnessed was at the Oval in August, 1882, when the Englishmen were beaten though in the second innings they wanted only 85 to win. In a graphic description of the match by T. Horan, a member of the winning team, we are told that "fifty was on the board for two wickets, and it looked like a guinea to a gooseberry on England. Presently W. G. Grace was held off Boyle at mid-off by Bannerman, and the board showed 4-32-53. No uneasiness at this stage. But during the next partnership, between A. P. Lucas and the Hon. A. Lyttelton, Spofforth and Boyle bowled with such wonderful precision that a strange hush fell upon that vast circling crowd. Maiden followed maiden, and after half an hour a wild, tumultuous yell from 22,000 throats welcomed a single to Lyttelton. He is now opposed to Spofforth, who sends down an unplayable break-back. Lyttelton, who has made 12, the second highest score, is bowled, and my ideal batsman returns crestfallen to the pavilion. I was fielding near the pavilion, and as A. G. Steel passes on his way to the wicket he remarks, 'This is enough to give a man an uneasy feeling in the stomach.' It was A. G. who caught and bowled for nought. Six for 70. Only 15 to win and four wickets to fall. That fine, punishing batsman Maurice Read is cleaned bowled by Spofforth for nought. Seven for 70.

"The living wall round the arena is still as the grave," continues Horan's account: "you could hear a pin drop. Barnes passed me on his way; his lips are ashen grey. I say, 'By Jove, Barnes, this is an exciting match!' By an effort he raises a little saliva in his dry throat and says, 'Yes, but you'll win.' He hits a double, and is held by Murdoch off Boyle. Nine for 75. Peate, the last man, hits a double, tries to repeat the stroke, is cleaned bowled by Boyle, and Australia has beaten by seven runs the finest team that England ever sent into the field. The excitement was so tremendous and long-sustained that some of the spectators fainted, and one man dropped dead. The vast crowd rushed the ground, patted the Australians on the back, and cheered them to the echo. That was the only time I ever saw W. G. Grace looking a bit downcast over cricket. He said to me, 'Well, well! I left six men to get thirty odd runs and they couldn't get them.'"

The outstanding feature of the recent "scene" in the House of Commons, when Lord Robert Cecil faced an angry Coalition, seems to have been the fervour with which Lord Robert—as to the manner born—pounded the Box. "The Box"—how often it recurs in Parliamentary sketches, perhaps to the mystification of some political student of the distant future? As a matter of fact there are two Boxes—though always spoken of as the Box, and their proper purpose is merely utilitarian. Solid, brassbound receptacles, they stand on the Table—the "substantial piece of furniture" of Disraeli's chair—and were designed to contain the books and forms used for the oath and affirmation, but their actual fate is far different. Of all the world's Assemblies in the House of Commons is perhaps the one in which there is least oratorical gesture, but it is possible that lack of opportunity rather than national phlegm is responsible. There is no tribune, as in some Parliaments, no lidded desks as in others, and so, for the most part, the gestures of Parliamentary orators are restrained, though there have been cases of the fists of brawling members coming into dangerous conflict with the hats of the quiescent in front of them.

But few Parliamentarians, however restrained on the benches, have resisted, on promotion, the lure of the Boxes. A few merely lean on them, a few only pat them; but the great majority find their relief in loud and resounding thwacks, so much so that there have been some who have imperilled their perorations by the echoing buffets they have given to the Box. The Box is the great medium of Front Bench emphasis, and perhaps also the safety valve for some Front Bench passions.

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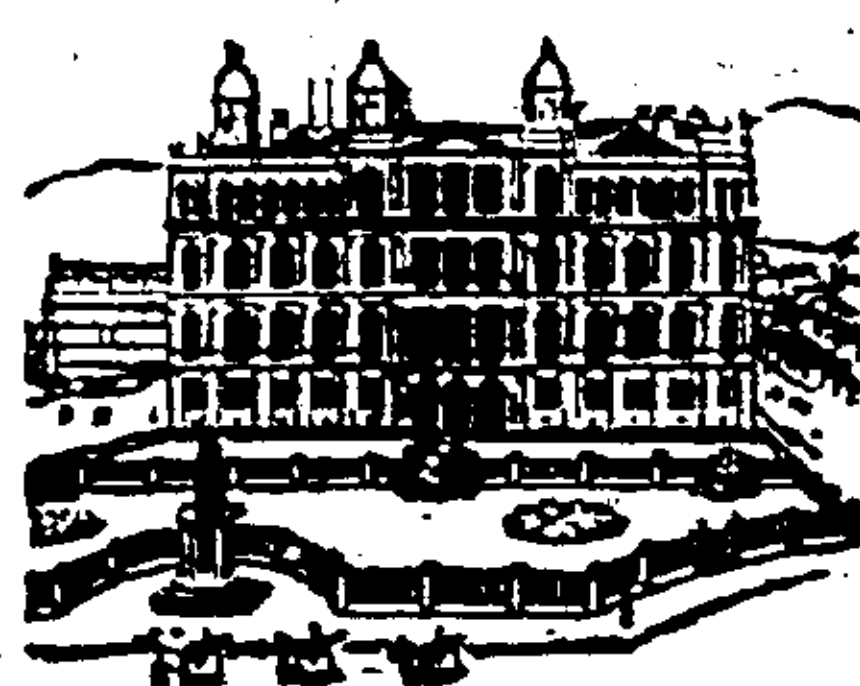
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TO-DAY'S RECIPE

Walnut
Cream
Sandwich.

Ingredients:—3 eggs, 4 oz. caster sugar, 1/2 oz. flour, 1/2 oz. butter, 1 small tin of condensed milk, 1/2 tin of Nestle's Pure Rich Cream.
Method:—Beat the eggs and sugar together for 10 minutes, then beat in the butter, then beat in the flour and baking powder. Beat in the condensed milk and beat in the cream. Bake in a moderate oven for 15 or 20 minutes. When cold split open and spread with contents of 1/2 tin of Nestle's Pure Rich Cream, whipped. Add a little sugar and chopped walnuts. Place the other piece of cake on the top, cover with coffee water (see below), and place a few walnuts on top. Bake for 10 minutes.

Coffee Icing

Ingredients:—1 lb. icing sugar, 1 table-spoonful coffee essence, a little cold water.
Method:—Put the icing sugar through a hair sieve, add coffee essence and sufficient water to make the consistency of thick cream.



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THE CHUEN CHOW CASE.

Defendant Discharged.

At the Magistracy yesterday Mr. G. N. Orme gave his decision in the case in which the owners of the Hongkong-Macao steamer Chuen Chow were summoned for failing to furnish to the Superintendent of Imports and Exports, within four hours of the steamer's arrival, a correct return of the cargo of the vessel.

On the Chuen Chow some time ago Revenue Officers seized five boxes of cigarettes, which were labelled and described in the ship's manifest as joss sticks. For the defence it was argued by Mr. M. K. Lo that defendants had no guilty knowledge of the contents of the boxes, which were shipped by someone in Macao as ordinary cargo for Hongkong. His Worship's decision was as follows:

I have consulted such authority as I can find and in the absence of any statute in Hongkong covering the case I have had to look into the English law on the subject. The English law requires that before a conviction can be registered for breach of the law there should be reasonable cause to believe that such person was privy to the illegal act alleged to have been committed. The general tendency of the law at Home is to protect masters of ships and shipping companies, unless the person specified in the charge can be proved to be privy to the illegal act. In this case I cannot say that the compradors (representative of the owners) has satisfied me in any way, but still as far as I can read the law and the precedents, there is no evidence before me on which I can reasonably convict him for importing cigarettes. Defendant is therefore discharged.

THE BLOUSE GAINS IN IMPORTANCE.

There are two classes of women who can be depended upon for loyalty to the genuine blouse: one class is the young and waistless who can stand the tail of the blouse tucked over the hips; the other class is middle-aged with a long-cultivated waistline and a tightly strapped hip line.

Now and then we drift away from the separate blouse. The shops insist that the sale of these garments has been as large throughout the reign of the one-piece frock as it was before women took it into their heads to partially eliminate the coat and shirt, but the observer has a feeling that the one-piece frock suppressed the blouse shirtwaist.

The truth is that the one-piece frock is ahead of the suit as far as convenience is concerned; it is more easily made, it is cheaper to buy, more simple to adjust. It is the primitive garment of the world.

The blouse, however, belongs to us, which may partly account for our constant usage of it. We consider it our contribution to costumery. So does the rest of the world.

The French idea of ornamenting a tailored suit has been so commonly accepted by us during the last decade that the observer thought our women had forgotten

not fasten. They open in a straight line down the front and unless one wears a blouse or a waistcoat there is exhibited to the view that ugly line across the front of the figure. When these two garments are in different colours the ugliness is emphasised. The very aim can obviate this condition by wearing a belt, but the majority of women prefer to omit it. It thickens the waist line.

Because coats often open in front there has come about an immense sale of neckwear. It consists of ornamental vests in a variety of fabrics from organdie to silk covered with chain stitchery, including many pieces

to be removed indoors, and these go over the skirt and not under it. There are other types, and they are more frequent, which are frankly intended to be used to build up a complete costume by alliance with a separate skirt.

In such blouses there is a return to the colour fashions of twenty years ago. They are not boned and they are without lining, which is a species of informality that the woman of twenty years ago knew nothing about, but they are unlicensed in the choice of color and fabrics.

This piece of neckwear is not especially easy to adjust and it is not always becoming, but it is fashionable and one must reckon

sometimes it is almost in its place, and everywhere it is allimmer than it has been for some time. Hips are also allimmer. Some skirts are yoked, others are draped tightly round the hips; again, there is the skirt with the plain panel back and front, and at the sides flat pleats showing a lining of bright colour. Straight, loose-fitting bodices are the rule. The neck openings vary. Some are V-shaped, others are oval, and the round opening is seen on dresses essentially fitted for the quite young.

Book muslin organdie, lawn plain and embroidered, are in fashion. Fichus, frills, collars, flouncings, and ruchings lighten



At left is a morning blouse of red and white dotted Georgette with a white crepe fichu that has long ends in front.

In the middle is a taffeta blouse that fastens snugly above the hips. It has organdie collar and cuffs; a black tie goes under button-holes from neck to hem.

At right is a thin blouse of yellow organdie with black satin girdle, run with bands of yellow fillet lace. The sleeves are long.

the costume which they made famous and which our tailors cut and fit with exceeding skill. But suddenly the French suggestion has been eliminated. The English suit, as it is made and worn in the British Empire, is accepted.

It has simplicity, durability, and a sufficient informality to keep it out of the battles of fashion. It is merely itself. It takes no part in the struggle for a round neck, a short sleeve or a long sleeve, a draped skirt or a flounced skirt. With a magnificent gesture it banishes these vexatious questions into thin air. It is what it always has been, at its best.

It is not quite right to say it has no determined contour this season. It has standardized itself for the season of 1921. The coat is finger-length, is bellless, has a mannish collar and revers, two broad pockets at the sides and long sleeves fastened with bone buttons at the back. The skirt is short, cut in two pieces with a straight seam down each side.

There is more novelty in colour than in cut. Black and blue are forsaken. Stripes, checks, patterned surfaces are ignored. The surface of the fabric is rough, but supple; the material appears to be porous. The colors are often warm and rich. There is a deep tan called beige which sometimes has a suggestion of mauve or pink in it, there is raspberry, French blue, deep pink, bright yellow, thick heavy cream.

The colour whirl of the blouses shows that the manufacturers are trying to please the public or persuade the public. Whichever way it is, there is a belief that the separate blouse has come into its own. It will not be the blouse of other days for it will not have undepicted supremacy; the blouse of the summer will be varied and not uniform.

When it is worn with a suit it often resembles a waistcoat for the simple reason that many of the new suits have coats that do

made of deep cream batiste covered with an eyelot embroidery.

It is unusual for a woman to wear a whole shirtwaist under a coat when she persists in regarding the coat as a part of the skirt and not something to be taken off. To prevent the jacket from irritating the skin or absorbing the body moisture, careful women wear plain blouses of white nainsook cut high at the back, long in the sleeves, finished with a picot ed. e. These come between the skin and the coat. Many women attach their skirts by straps to the bottom of these little camisoles instead of putting them on a belt at the waist.

There is a smart overblouse of Oriental red slightly gathered into the waistline at the sides in order that it will not present the tight flattened line. It is stitched with blue at its edges and fastened with blue buttons. There is a small guimpe which shows when the high, wide collar is unfastened and thrown back.

There is another brilliant blouse made of Chinese brocade worn with a blue suit. It is built to give the effect of a short tunic blouse and resembles a waistcoat when it is worn under a jacket. The sleeves of it are blue Georgette.

This Oriental idea of using wide square sleeves of a transparent colored material in a tunic blouse of varied coloring is good. Paris brought it up from the Orient and is making a feature of the fashion. It gives a tall woman a distinctly individual garment.

The touch of red is shown in another blouse of red and white dotted Georgette which carries the newly revived fichu.

While it is true that the sale of neckwear for jackets increases as the season deepens, there is no lack of appreciation of the separate blouse. There are certain types to be worn with suits by those who insist upon taking off their coats, using them as outer wraps

with it to the best of her ability.

When it comes to transparent blouses, organdie comes into its own. It is offered in bright colors, especially in yellow, and it is often girdled with black satin to give it a touch of solidity. Chinese brocade is sometimes substituted.

Happily for women of moderate means the new fashions depend for their chief charms on line and colour. Trimming is not necessary for smartness. The embroideries of last season made every dress expensive, but this season there is much less embroidery, and even where it is employed it can often be dispensed with.

The straight line is everywhere. The waist is not necessarily indicated by a belt, although belts are worn; it is often suggested by a piping, a fold, or a seam. Sometimes it is set quite low.

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Over-blouse of red taffeta stitched with blue at the edges and fastened with blue buttons. The high collar can be turned back to show an organdie guimpe.



Blouse of gray lace lined with gray crepe which has long, tight sleeves and a large bow at one side. It is cut in a straight line at the hem and comes nearly to the hips. It is usually worn with a knife-pleated gray skirt.

Ornamental blouse of crepe de chine embroidered in bright flowers. At each side there are many loops of the fabric. These hang over the skirt.

dresses in taffetas, foulard, and silk crepes. Some of these daintinesses, are piped with a narrow band of shiny leather, and the effect is extraordinarily good. There are summer skirts with a plisse ruche round the bottom. Hip sashes show double lawn frills round the lower edge, and many neck openings have high loose falling frills round them.

Nothing looks fresher or more youthful than a light shot taffetas dress with a fichu bodice outlined by a soft lingerie rolled-back collar and short sleeves turned back in the same way. Hip draperies of the panier descrip-

This season, no frock of the genus lingerie will be complete without its matching chapeau. There are many ravishing models, and not the least fascinating among them are the hats of moderate size and mushroom shape made of some airy fabric. Others of Swiss or organdie are broad of brim and flat of crown, with a drooping scarf of the same fabric falling from the underbrim and over the left shoulder.

White collars and cuffs, ruffled or frilled with lace, make very happy endings for washing frocks, and help to give freshness and

variety, as they can easily be changed.

Sleeves for summer frocks will be very short or of elbow length only, a feature of special merit where delicate fabrics are concerned, for, as every woman knows, the short-sleeved frock keeps its first fine careless freshness intact for a much longer period than the one that possesses sleeves of greater length.

FASHION NOTES.

Pajama suits for negligee wear are becoming more and more popular and because of this fact the newer pajamas are made up in gorgeous silken fabrics instead of the former wash cottons and crepe de chine. Many of these creations are so very luxurious and costly that one would almost be afraid to wear them even as negligees.

The 1940 decollete is seen again on some of the newest dinner and dance frocks. Skirt lines worn with these drooping shoulder effects are full, and sleeves reach almost to the elbow.

The whim of the moment seems to be for affecting slender height. Thus are found heels high in one direction, combs high in another direction and shawls which swathe and lengthen.



Tunic blouse of Chinese brocade with square sleeves of blue Georgette. It acts as a waistcoat to a blue coat that does not meet in front.

MOUTRIE PIANOS

BEST VALUE IN THE
EAST

STYLE II. . . . \$600.00

STYLE III. . . . \$700.00

LESS 15% FOR SPOT
CASH. GUARANTEED
FOR SEVEN YEARS.

S. MOUTRIE & Co. Ltd.

CHATER ROAD.

A Sure Cure for Prickly Heat and Other
Skin irritation caused by hot weather

OUR PRICKLY HEAT LOTION AND POWDER

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YOU CANNOT AFFORD TO BE WITHOUT THEM.

JUST received a large Consignment of (1) LACTOGEN the most digestive food for Infants which keeps good in quality during Hot Weather; (2) LACTOSE (Milk Sugar) for sweetening the foods of Infants and Dyspeptics; (3) MILFORD-McGRATH FLUID INSECTICIDE the Best Fluid for destroying Fleas, Mosquitoes, Bugs, Flies and all other Insect Pests in Summer days; and (4) JOHN CAHILL'S GOLDEN FLEECE, MAGIC and CINDERELLA SOAPS for keeping everything clean in Houses.

PRICES are Very Moderate. Inspection and Enquiries are cordially invited.

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SOLE AGENT,

MITSUMI BUSSAN KAISHA, LTD.,
HONGKONG.

THE SITUATION IN ITALY.

Statement by Premier on Workers' Control.

In a communication to the *Manchester Guardian* published in its Centenary No., the Italian Premier, Signor Giolitti, states:—
"If deeds are more eloquent than words, I believe that my long political career goes to show that I have been faithful to those ideals of political freedom which find in the *Manchester Guardian* such a valiant exponent."

It was in 1889 that I assumed the responsibilities of government for the first time. The first bill which I presented to Parliament was to empower the Government to grant labour co-operative societies the right to execute works of public utility under preferential conditions. I remember that a brilliant Conservative orator of the Extreme Right charged me, at that time, with organising the battalions of revolution. I answered that I had never been afraid of the working people.

When I was called back to power in 1901, I immediately became convinced that, after the riots of 1898 and other even more painful events which had occurred meanwhile, the only way to maintain order in Italy was to open the gates to liberty. It was then that the Government recognised the right of labourers to strike. Of course I met great opposition, and I remember that the Home Office budget went through the Senate by a majority of only three votes. Fortunately, however, later developments showed that my methods, almost revolutionary in appearance, were really conservative, and, in 1902, I had the great satisfaction of hearing the most conservative members of the Extreme Right express the opinion that the granting of full liberty had been a real conquest in the interests of the State. A general strike which broke out in 1904 created great alarm in Italy and made the danger of a violent reaction loom threateningly. Then also I opposed, with all my might, the suggestion that I should quell by force what was then considered as a genuine revolutionary movement.

To turn to more recent events, the social movement has received a powerful impulse from the war. The trenches proved to be the most effective channel of propaganda for all subversive ideas. During their brief periods of leave the soldiers from the trenches were confronted with the spectacle of their countrymen entirely given up to the most thoughtless enjoyment of life, the whole country plunged into a state of continuous revelry quite unmindful of the solemnity of the hour. At the same time all the political parties vied with one another in holding out alluring promises of the most vague and indeterminate character, such as the granting of land to the peasants and factories to the workers. They were empty promises for the most part, but were construed, by those who were listening to them, into terms of real obligation, and gave them the consciousness of a newly-acquired right.

In response to the demands created by the war, demands whose imperious character nobody can deny, new huge industrial plants had been established. They were devoid of all the customary industrial features; they had been improvised by leaders of industry who could boast of having only one customer, the State, which advanced all the capital needed, provided the raw materials, and stood ready to pay whatever price might be asked for the product. These industrialists had no need to discuss matters of wages. They promptly granted any of them. When their workers asked for a 10 per cent. increase, they simply added an extra 20 per cent. to the sale price of their products and the State paid. At the conclusion of the war the working classes had realised the enormous profit made by the industrialists. The display of ill-gotten wealth, parading itself with the most deplorable ostentation, must have been a depressing spectacle indeed.

This paved the way to the invasion and seizure of factories. To prevent this I should have had to have recourse to armed repression, but this would have led to fighting, guerrilla warfare—in a word, to civil war. And all this just when the General Federation of Labour had solemnly declared that the movement had no political aim and that it would be maintained within purely economical bounds. Once more I preferred to pin my faith to the Federation of Labour.

The Federation proved worthy of it, and the great majority of the workers accepted terms of the mutual agreement by which the conflict was settled.

The leading idea inspiring our whole scheme of law for the workers' control of factories is simplicity itself. We mean so to transform the industrial organisation as to enable the workers to become acquainted with the vital facts concerning the industry with which they are connected. Up to the present time they have never had the chance of discovering how far the charges which form the basis of all Socialist propaganda are true. The day when a committee composed of workers' representatives really becomes acquainted with the true conditions of the industry the workers themselves will learn the wisdom of not pressing their demands beyond reasonable limits.

At any rate this idea of workers' control did not start in September, 1910, as an entirely new thing. As I remember, it goes as far back as 1910, when it was discussed and explicitly admitted by the representatives of both labour and capital, industrial and agricultural, in the meeting of the Permanent Labour Committee held on March 5th of that year. At that time the situation was not ripe for its adoption, and momentous reform can be started only in the ripeness of time. It is necessary for statesmen to introduce novelties. It is sufficient for them to understand the times in which they live, to feel the forces at work within the country's bosom, and to prepare favourable conditions for their free play.

THE MORRISON LIBRARY.

Housing Problem.

With reference to the Morrison Library bought by Baron Iwasaki for the sum of ¥360,000 in the summer of 1918, the *Tokyo Asahi* remarks: The Library was bought by the Baron with the laudable object of making it open to the public. Three years, however, have elapsed without any permanent building being put up for the books or even the location of the building being fixed on, though some allowance must be made for the trouble caused by the flood from which the books suffered damage shortly after their removal to Tokyo. It is now rumoured that a committee formed of members of the Iwasaki family and a few outsiders interested in the Library has, after long deliberation, selected Sugamo, a suburb of Tokyo, for its site.

If so, the Baron must be requested to re-consider the matter. It was very well for the Baron to have bought the Library; but after having bought it, it would have been better both for the Library and for the students if it had been left in Peking. In that case, the Library would never have run the risk of becoming a curio for the exclusive enjoyment of the owner and the limited circle of his acquaintances, as it now seems to be doing. Nothing could be said if there was another locality available. But Baron Iwasaki happened to have a large tract of unused land at Marunouchi which is becoming the centre of Tokyo and is the refuge of an official site for the library in order that full effect may be given to the intention with which it was bought. Besides, the presence of such a library there will prevent a spot from being vulgarised which otherwise threatens to be filled with offices to let and hotel buildings.

CHUCKLES.

A member of Parliament called another honourable member "an ass," and the Speaker ruled that the expression must be withdrawn.

"Very well, I withdraw the epithet, but I think the honourable member is out of sorts."

The hon. member (indignantly): "Why, what's wrong with me?"

"Perhaps a veterinary surgeon might be able to tell."

A West Highland pier steamer discharging. Deck hand to captain: "Here's a jar o' whiskey without a label; what'll I do wi' it?"

Captain: "Fit it ashore; it'll be for the sold Kirk minister."

Passenger: "Have they only one minister here?"

Captain: "No, there's two, but the ither one gets his inside a barrel o' flour."—*Glasgow Herald*

WHEN NO MORE COAL WILL BE WANTED.

Rapid Onward March of the Oil Age.

We are living in the age of oil, the age of coal is passing away. It might have lived longer had it not been for the stoppage of the coal industry. As it is, both miners and coalowners may find the demand for their output materially reduced, states a London Journal.

"During the last few weeks the use of oil as fuel has increased to an extraordinary extent," said the editor of the *Petroleum World* to a Press representative.

"This is not due entirely to the coal strike," he continued. "It is also due to the fact that, after the strike had been going on for three weeks, the oil companies agreed to reduce their prices 70a. per ton."

"The result has been an enormous number of inquiries—not only for oil itself, but for burners to enable it to be used in furnaces in place of coal. Oil companies are now willing to make contracts for five years ahead at about present prices, which puts the oil consumer in a very favourable position."

BIG SUPPLIES IN SIGHT.
"With oil at about £4 to £5 per ton there is very little difference between its cost and that of coal at present prices, while there is a saving of labour in stoking, and in the absence of ash and clinker. The chief difficulty is the want of storage, but this is being overcome."

"As to the future, there are abundant supplies visible for a few years ahead; but it is difficult to predict how long they will remain at their present cheap rate, because, although the world production is increasing, the demand shows signs of overtaking this increase."

"There is abundance of oil at present on the market, and new oilfields are continually being prospected and opened up. Colombia, Ecuador, Costa Rica and Venezuela in South America promise very well. In Alaska and in North-West Canada—along the Mackenzie River—there is a promise of abundant supplies. The Bakus wells, however, have suffered great damage, and Mesopotamia is not yet producing."

REPLACING STEAM.
"Manufacturers are coming to us daily," said Captain James Bacon, of Messrs. Beardmore and Co., "and buying oil engines. In a general way we have made them to specifications but, of late customers have come and bought them over the counter, as it were."

This is an indication of the way in which the internal combustion engine is beating steam, and I believe the process will go on until the use of coal for the production of power almost ceases.

"Take the case of ships. One pound of oil gives 18,500 thermal units; it takes 10lb. of coal to do this. A ship has to carry, say, 1,000 tons of bunker coal; 100 tons of oil will do the same work, leaving space for 900 more tons of cargo."

"We are building nine ships for one firm alone fitted with internal combustion engines. A shipowner told me the other day that on one of his ships of 4,500 tons he is saving £1,200 a month by the increased cargo space made available by the use of oil."

"I look forward to the time," said Captain Bacon, "when our ships and our locomotives will all be oil-driven."

OIL ENGINE'S TRIUMPH.
While probably 20 per cent. of the world's steam shipping is idle in port because it cannot be operated at a profit, not a single large oil-engined ship is now laid up, says the *Motor Ship*. It is added that the daily fuel bill of the steamer is almost double that of the vessel fitted with oil engines.

HUGE OIL STOCKS IN AMERICA.
The Geological Survey at Washington reports that the petroleum stocks of the United States are the greatest in history, aggregating 147,200,000 barrels on April 30, an increase of over 600,000 barrels during April.

The Great Central Company has 15 services out of London worked by locomotives burning oil fuel.

IRON IN MANCHURIA.

The Japanese purchase most of the iron from the Kin Lin Mine of Manchuria, in which about 2,000 labourers are employed. The monthly output amounts to 50,000 tons. The iron is transported by rail to Tsingtau, from which place it is exported to Japan.

WEDDING GIFTS

IN
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14 PEDDER STREET, HONGKONG.

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"GRIPOLY" AND "LANDT" BELTING

"GRIPOLY" SOLID WOVEN BELTING is composed of indestructible strands, twisted and interwoven with the solid body of the belt.

This absolutely prevents all fraying and for the FIRST TIME a textile belt runs under the same conditions as solid leather.

It costs less money than double leather belting and gives better satisfaction. It never slips—its GRIPPING power is PERFECTION. It is thoroughly waterproof and is not in any way affected by temperature, or by acids, steam or dust.

It is practically stretchless as compared with any other known belting.

"LANDT" IMPROVED SOLID WOVEN COTTON BELTING.

Is the highest possible quality of solid woven cotton belting. Manufactured by special plant and provided with indestructible edges.

It is low in cost, waterproof, exceedingly strong and practically stretchless.

"GRIPOLY" and "LANDT" BELTING

THE
ONLY BELTS CAPABLE

OF
SUCCESSFULLY WITHSTANDING THE
FRICTION OF GUIDE FOLKS.

ALL SIZES FROM 2 IN. TO 12 IN. WIDE.

HAVE YOU ANY IDEA WHAT THE

LARGEST DIAMOND STONE

THAT HAS EVER COME TO THE FAR EAST

LOOKS LIKE?

PERHAPS NOT. WELL, HERE IS YOUR CHANCE. MR. A. ONDERWYZER, OF HENRI MANDELBAUM & CO., WELL KNOWN DIAMOND MERCHANTS OF ANTWERP, AMSTERDAM AND NEW YORK HAS BROUGHT IT TO CHINA AND IT IS NOW ON SHOW AT OUR

JEWELLERY DEPARTMENT

Don't miss this rare opportunity. It will be exhibited for a few days only.

THE SINCERE CO., LTD.

"HONGKONG EMPORIUM."

THE WAR IN IRELAND.

Bomb Thrown at Newspaper Employees.

Whilst returning home from work shortly after "curfew," four employees of the *Cork Examiner* had a bomb thrown amongst them when they reached the corner of a street in the southern district where three or four men were standing.

SHOT FOR REFUSAL TO HALT.

An ex-soldier named Patrick Keating, of Clarence Street, Cork, was admitted to the North In-

firmary suffering from extensive internal injuries caused by a gunshot wound. His condition is extremely critical.

Curfew commenced at eight o'clock, and it is believed that Keating when called upon to halt failed to obey the order, and a shot was fired, wounding him.

TWO MARINES KILLED.

Some marines, while procuring provisions in the village of Ballyvaughan, near Galway, were, it is reported, attacked by a considerable party of men. Two of the marines were killed instantly and two seriously wounded.

NEW ADVERTISEMENTS.

WANTED.

WANTED.—In October, house Peak or mid level, furnished or unfurnished.—Apply Box. No. 583 c/o "Hongkong Telegraph."

WANTED.—Temporary short-hand clerk required immediately for the summer vacation. Would suit student on holiday.—Apply Registrar, University of Hongkong.

TO BE LET.

TO LET.—Furnished Room with Board. Terms extremely moderate. Washing and mending included.—Apply 13B Oriani Buildings, Kowloon.

TO LET.—Large Godown at Wanchai (known as Mody Godown). Apply Lee Hy San & Co., 302 Queen's Road Central.

TO LET.—Godown at Yau-mati. For particulars apply to the Hongkong Land Reclamation Co., Ltd.

THE COWIE HARBOUR COAL COMPANY LIMITED.

SILIMPOPON COAL.

The undersigned are prepared to quote prices for best quality freshly mined SILIMPOPON COAL, trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo) or to contract for regular Bunker Supplies for 6 or 12 months at favourable rates.

Steamers calling at SEBATTIK or SANDAKAN exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebatik is 24 feet at low water Spring Tides. Charts of Cowie Bay (Sebatik Harbour) and any required information concerning the port can be had on application to

BRADLEY & CO. LTD.

Agents.

The COWIE HARBOUR COAL CO. LTD.

THE BRITISH LEGION.

(HONGKONG & CHINA BRANCH). The Committee of the British Legion would be grateful if firms having vacancies on their staff would notify the Hon. Secretary (Mr. H. K. Holmes, Land Office, Courts of Justice) to that effect, stating their requirements, and thus possibly assist unemployed Ex-Service men to obtain work.

AVISO.

Precisa-se d'um empregado para o Club Lusitano de Hong-kong. Conhecimento de contabilidade, Portugues e Ingles indispensavel.

Derijase por escripto ao Secretario Hongkong, 11 de Julho, de 1921.

HONGKONG & SHANGHAI BANKING CORPORATION.

IT IS HEREBY NOTIFIED that an interim dividend of £3 per share, subject to deduction of Income Tax, has been declared for the HALF YEAR ending 30th June, 1921, at rate of 2 1/2 per dollar.

The dividend will be payable on and after Monday the 8th August 1921, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

THE REGISTER OF SHARES of the Corporation will be closed from Monday the 25th July to Saturday the 6th August, 1921 (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Court of Directors,

A. G. STEPHEN,
Chief Manager.
Hongkong, 12th July, 1921.

THE HONGKONG LAND INVESTMENT AND AGENCY CO. LTD.

AN INTERIM DIVIDEND of Four Dollars per share for the six months ending 30th June 1921, will be payable on Tuesday, July 26th, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from Tuesday the 19th to Tuesday the 26th July (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,

L. S. GREENHILL,
Acting Secretary.
Hongkong, 12th July, 1921.

THE HONGKONG CENTRAL ESTATE, LIMITED.

AN INTERIM DIVIDEND of Four Dollars per share for the six months ending 30th June, 1921, will be payable on Tuesday, July 26th, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from Tuesday the 19th to Tuesday the 26th July (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,

L. S. GREENHILL,
Acting Secretary to
The General Managers.
Hongkong, 12th July 1921.

THE WEST POINT BUILDING COMPANY LIMITED.

INTERIM DIVIDEND of Twelve Dollars per share for the six months ending 30th June 1921, will be payable on Tuesday, July 26th, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from Tuesday the 19th to Tuesday the 26th July (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,

L. S. GREENHILL,
Acting Secretary to
The Hongkong Land Investment & Agency Co., Ltd.
General Agents for
The West Point Building Co., Ltd.
Hongkong, 12th July, 1921.

CONSIGNEES.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA.

From EUROPE & STRAITS.

The Company's Steamship

"MISHIMA MARU"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon Today.

Goods not cleared by the 20th July, 1921, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Co's representatives at an appointed hour on Tuesday and Friday. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

N.B.—A portion of the cargo per this steamer for Hongkong was transhipped at Singapore into s.s. "Yeboshi Maru," which is due here on or about the 16th inst.

NIPPON YUSEN KAISHA,
Agents.
Hongkong, 13th July 1921.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 15th July, 1921 commencing at 11.30 a.m.

at Godown A of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Yaumati 509 bundles Mild Steel Corrugated Structural Grade Bars 14' x 40'

74 bundles Mild Steel Corrugated Structural Grade Bars 14' x 40'

Terms: Cash on delivery.

LAMMERT BROS.
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Wednesday, the 20th July, 1921, commencing at 2.45 p.m.

at No. 40 Humphreys Building, Kowloon

A Large Quantity of Valuable Household Furniture (full particulars from catalogue)

On view on day of sale.

Terms: Cash on delivery

LAMMERT BROS.
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Thursday, the 14th July 1921 commencing at 2.30 p.m.

at their Sales Rooms, Duddell Street

A Very Fine and Superior Selection of Genuine Old Curios (just arrived from the North)

Comprising:—
Porcelain Vases, Ginger jars, Beakers, Bowls, Wine cups, Josses, Wall plates, Inlaid panels, Flower pots of Kanghi to Towing Periods.

Enamelled and cloisonne Plates and Vases, Bronze vases and incense burners, Crystal, Agate and Jade Figures and Ornaments.

Also
One Yellow Vase—Kanghi
Four Jade inlaid Plaques—Kienlung

And
A few pieces of Soochow Redwoodware

On view from Wednesday the 13th July, 1921.

Catalogue will be issued.

Terms:—Cash on delivery.

LAMMERT BROS.
Auctioneers.

WITHOUT PREJUDICE.

"Bakers are like farmers, they are never satisfied."—Weights and Measures Inspector, at Ealing.

Woman at Highgate—My husband has told me to go, as he says that women are now six a penny.

Judge Graham, at Bow—Your case is that the car ran into you? Man—Certainly. The car was stationary and ran into me.

Barrister, at Bow County Court—You were taking your sweet-heart for a walk, were you not? Man—No, she was taking me to the cinema.

Mother of twelve children at Kingston—I have had so many children that I know how to doctor them myself.

Magistrate at Ealing—Have you any witnesses if you are granted a summons? Woman—Oh, yes, I live beside a fried fish shop.

Mr. d'Eyncourt, the Marylebone Magistrate, in a case of attempted suicide—Every one has something to do in this world, however miserable he may feel, and even the most miserable people can do most useful work.

A man complained to the Tottenham Magistrate that his landlady turned him into the street when he was dressed only in his nightshirt.

SELLING GIRLS BY WEIGHT. Former Premier Hsiung Hsiung has arrived in Shanghai in connection with famine relief work in his native province, Hunan. The Chinese press states that the Hunan famine situation is becoming more serious daily, and according to police reports some 180,000 people are at present suffering as a result. In the district of Anhui girls are being sold according to weight. Those less than 20 years of age sell at eight cents a catty while those from 20 to 30 years are given away free to those who are willing to take them.

ON THE WATERFRONT.

Capt. Robert Dollar Arrives.

Capt. Robert Dollar, a well-known figure in the shipping and lumber business of the Pacific Coast and the Far East arrived at Hongkong this afternoon on board his new steamer the Robert Dollar from Vancouver. Capt. Dollar embarked on the vessel at Shanghai and is going through to New York on a business and pleasure tour. He is accompanied by Mrs. Dollar and Mrs. Peter Cook, of California, an old friend.

Capt. Dollar has been two months in North China looking into the affairs of his Company. His latest enterprise in the East is the establishment of a service of steamers on the upper Yangtze from Ichang to Chungking passing through the famous gorges. The service has been in operation about one year and was started with the steamer Robert Dollar II, almost a new ship. A second, and specially built steamer, the "Alice" Dollar, has just entered the run and is going well. Both vessels are very suitable for the river trade.

Development of the Company's holdings in Hongkong were being considered some months ago and it was on the boards that land for the erection of wharves and godowns would be purchased at North Point, Capt. Dollar informed a reporter. The plans in connection with this local enterprise have been dropped, he said, owing to the stringent conditions under which the land had to be acquired.

This is Capt. and Mrs. Dollar's twenty-first trip across the Pacific. It is 16 months since he was in Hongkong last.

Silver State Leaves Seattle.

This morning word was received at the office of Admiral Line that the s.s. Silver State left Seattle on July 7 and is due to arrive at Hongkong on July 31. She will touch at Japanese ports and Shanghai en route. Her scheduled call for departure for Manila on August 2. Sailing homeward she will leave Hongkong on August 13, via Shanghai, Kobe, Yokohama and Victoria.

The Silver State is one of the "333" type of Shipping Board passenger vessels, but prior to departure of this vessel, the accommodation plan was revised to the extent that all inside rooms were eliminated and many improvements were made that had not been shown on the original specification for these vessels. Her saloon passenger berths now number 216, whereas before being altered she could carry 259 in that class.

Following the Silver State, the next departure of this type of vessel from Seattle will be the Keystone State, which is due to leave that port on July 30.

Live Stock Lost.

During the typhoon on the southern part of the China Coast last week the American steamer Caddopeak was voyaging to Hongkong from Indo-China ports. The vessel received a good dusting and in the height of the typhoon a particularly heavy sea swept on board washing overboard seven head of cattle from the well-deck of the ship. On two other occasions big seas broke over the Caddopeak carrying off two beasts each time. Besides the losses overboard three of the cattle died. There were 80 of them on board when she sailed from Hoibow for this port, the casualties reducing the number to 66. Of 400 pigs shipped at the same port nearly all were alive when the Caddopeak arrived here. The vessel carried a full load of 15,000 casks of cement from Haiphong for Shanghai.

Lake Gilpen Afire.

The Pacific Mail Steamship Company's steamer Lake Gilpen arrived at Singapore on Friday morning last after having had a fire in No. 2 hold, according to information received here today. Little damage was done to the ship as a result of the fire and the extent to which the cargo has suffered has not been telegraphed to the local agency, it is stated. The heat of the fire caused two strainers in No. 2 hold to buckle and the woodwork was charred. It is presumed that no great damage was done for the vessel was able to proceed to Penang on Saturday afternoon.

Mr. Yasuda to Sail.

Mr. S. Yasuda, formerly manager at Hongkong for the Nippon Yusen Kaisha and who has been promoted to the position of manager of the Eastern Freight Department of the Company in the head office at Tokyo, will leave Hongkong on Saturday on the steamer Aki Maru for Japan.

Freight Reduction.

The Trans-Pacific Freight Bureau, met in Hongkong on Monday afternoon to discuss matters regarding its policy and other questions that cannot be published, it was announced this morning. One new rate was voted on and passed, which will mean a considerable saving to shippers of rattan-ware and similar manufactures. The rate for "rattan-ware" now embraces all articles either manufactured or unmanufactured, of the following kinds:—Rattan, seagrass, bamboo and cane. In the majority of cases the bringing of these different classes under the one heading of "rattan-ware" causes a reduction by 44. (United States gold) in the former rates for these lines. "July 18 has been fixed as the date on which the lower rate will be charged.

Route Changed.

Instead of keeping to her usual running in the Shanghai and Calcutta service the Pacific Mail Steamship Company's steamer Lake Gitano will be diverted this trip to Java ports. From Hongkong she will proceed to Haiphong and Saigon to load rice for Java. She will sail on Monday.

Yokohama Maru Due Today.

The Nippon Yusen Kaisha steamer Yokohama Maru with passengers and cargo from London, Antwerp and wayports will reach Hongkong at 6 o'clock this evening, according to a wireless message received from the master of the vessel.

Asia Arrives To-morrow.

The C.P.O.S. steamer Empress of Asia is due to reach Hongkong about 11 o'clock to-morrow morning from Vancouver, via Japan, Shanghai and Manila. It was stated this morning. The vessel sailed from the Philippine Islands at 10 p.m. yesterday.

New Boat Sails.

The s.s. Hellen, which was built by the Hongkong and Whampoa Dock Company for Messrs. Brunsgaard, Kiosterud and Co., of Drammen, and launched on May 12th, sails in ballast for Moji this afternoon at four o'clock. She is calling at the northern Pacific ports to load for Europe and will work on charter. She is about 8,000 tons and carries about 7,000 tons of cargo. She has accommodation for a few first class passengers and will be commanded by Capt. S. Nilsen.

THE FIGHTING.

The Position Reviewed.

In spite of the contradictory nature of the news coming through regarding the progress of the fighting between the two Kwangs it is possible to indicate the general situation, pur Cantonese correspondent writes.

Dealing with the western front first he says that official reports from Wuchow indicate that the Cantonese troops have proceeded a little further into Kwangsi territory and have captured Tang Hsin after very heavy fighting in which both sides lost heavily.

On the south front the Kwangsi troops have not yet proceeded further into Kwangsi territory than Pakhoi, although it is known that they are striving to press westward in the direction of Fanchow and Kechow. Yanchow and Linchow fell into their hands many days ago and the official who have arrived in Canton from those places report that the Canton soldiers lacked fighting spirit and allowed the Kwangsi troops to enter the cities without opposition. In order to stay the advance of the Kwangsi troops further in this region Commander Tang has been ordered to bombard the enemy from the sea and the gunboats Wing Fung and Wing Cheong have been ordered to cruise outside and prevent any assistance coming from the north by sea.

From Shamsui, where a large number of soldiers have arrived from Wuchow, it is reported that these troops have been specially ordered to strengthen the defences of the district as it is feared that the enemy may attack from the south-west by way of Lo Ting Chow. The newly arrived soldiers have brought large quantities of goods which they secured when Wuchow fell and these are being offered for sale at very cheap prices.

Regarding the state of Wuchow city itself it is reported that a normal state of affairs is being resumed. Most of the shops are open. As the military forces are short of transport coolies a good many people have been forcibly taken for coolie work. A protest

THEATRE ROYAL

Return visit by general request of the

BANDMAN OPERA COMPANY.

Mon. 18th	"BRAPIE"
Tues. 19th	"AFGAR"
Wed. 20th	"IRENE"
Thurs. 21st	"THE BETTER 'OLE"
Fri. 22nd	"WHO'S HOOPER"

Booking at MOUTRIE'S.

Prices ...\$4, \$2, and \$1. Overture at 9.15 prompt.

AT YOUR SERVICE

CARS THAT ARE COMFORTABLE.

RATES THAT ARE REASONABLE.

DRIVERS THAT ARE RELIABLE.

SCENERY THAT IS ENCHANTING.

SATISFACTION THAT IS ASSURED.

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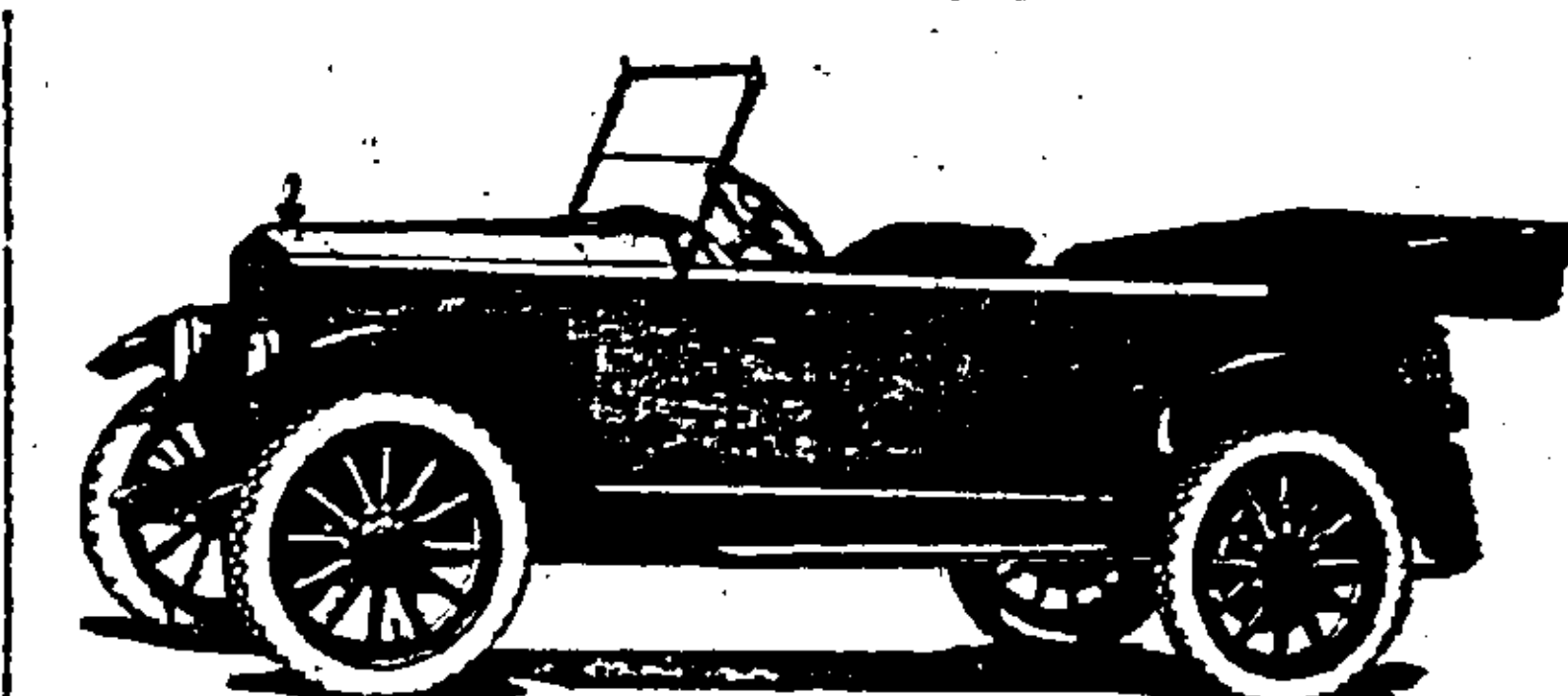
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Kowloon 37.

The United Motor Co., Ltd.

USED CARS FOR SALE!

SPECIAL OFFERS.



Dodge, 5 seaters,\$1,600 and \$2,000.
Elgin, 5 seaters,\$1,600 and \$1,700.
Overland, Model 90, 5 seater,\$1,700.
Willys Knight, 5 seater,\$2,000.
Willys Knight, 7 seater,\$3,000.
Hudson, 7 seater,\$3,000.
Hudson, 7 seater,\$4,000.
Chandler, 7 seater,\$3,500.

All these cars are in excellent running order, most of them have been newly painted and overhauled. Suitable for private use or garage service.

THE DRACON MOTOR CAR CO., LTD.

TELEPHONE 482 & 3552 24, Des Voeux Road, Central. AGENTS FOR 482 & 3552

Locomobile, Mercer, Chandler, Cleveland, Hudson, Essex and Dodge cars.

was made to General Chan King-ming and he has ordered all the shop people to wear a white band round their arms on which must be stated the name of their shop and their own names. Most of the military forces have left the city in order to reinforce other fronts, and it is thought by many that the city has insufficient guards to withstand an attack. Summing up, our correspondent points out that although the Cantonese have advanced in the centre and have gone beyond Wuchow, they have been driven back in the north and south and may be forced to evacuate Wuchow in order to prevent their being cut off.

NEW PRINCIPAL OF ELY COLLEGE.

Rev. C. J. Smith, sometime Vice-Principal of the Theological College, Ely, has been appointed Principal.

FIGHT WITH GIANT TOPE.

Angler's Story of Monster of the Kentish Coast.

Huge tope are swarming off the Kentish coast, and anglers are telling thrilling stories of encounters with monster fish.

Mr. P. R. Wilson took 12 tope, weighing 357lb, an easy record for one rod in one day. Mr. Wilson states that one monster which he hooked dragged him from one end of the boat to the other, and followed this by swimming round the anchor cable, fouling the fishing line and breaking away.

Members of the Deal and Walmer Angling Association, fishing off Margate sands, took 13 fish, weighing together 400lb, beating the record for the British Isles.

Shipping to Europe, Australia, and other Ports.

P. & O. - BRITISH INDIA, APCAR AND**EASTERN & AUSTRALIAN LINES.**

(COMPANIES INCORPORATED IN ENGLAND)

STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
SYRIA	1,000	27th July	M'les, London & Antwerp.
KALYAN	3,000	6th Aug.	M'les, London & Antwerp.
MANILA	7,000	19th Aug.	M'les, London & Antwerp.
KASHMIR	9,000	2nd Sept.	M'les, London & Antwerp.
KHYBER	9,000	15th Sept.	M'les, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

TORILLA	5,200	15 July 1 p.m.	Calcutta via Singapore, Penang & Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

KANOWNA	7,000	25th July	Calcutta via Singapore, Penang & Rangoon.
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SAILINGS TO SHANGHAI & JAPAN.

MANILA	7,200	21st July	Shanghai & Japan.
ST. ALBANS	4,100	2nd Aug.	Japan.
EURYALUS	3,570	18th July	Swatow & Amoy.
KASHMIR	9,000	1st Aug.	Shanghai, Kobe & Yokohama.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2 1/2 ft. X 1 ft. X 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA or VANCOUVER via Manila, Keelung, Shanghai and Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern Northern Pacific and Chicago, Milwaukee & St. Paul Railways.

SUWA MARU ... Friday, 29th July, at 11 a.m.

FUSHIMI MARU (Omitting Manila) Tuesday, 23rd Aug. at 11 a.m.

KATORI MARU ... Friday, 9th Sept., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said & Marseilles.

YOKOHAMA MARU ... Wednesday, 3rd Aug. at 11 a.m.

KLEIST MARU ... Middle of August.

HAMBURG, MARSEILLES, LONDON & ROTTERDAM.

LIVERPOOL & MARSEILLES via Suez.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU ... Tuesday, 19th July, at 11 a.m.

AKI MARU ... Tuesday, 16th Aug., at 11 a.m.

NEW YORK & HAVANA VIA PANAMA.

LYONS MARU ... Sunday, 14th Aug.

SOUTH AMERICAN PORTS via Cape.

KANAGAWA MARU ... Friday, 16th September.

BOMBAY & COLOMBO via Singapore.

WAKASA MARU ... Monday, 25th July.

CALCUTTA & RANGOON via Singapore & Penang.

MURORAN MARU ... Thursday, 14th July.

RANGOON MARU ... Saturday, 23rd July.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU ... Saturday, 16th July, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

YOKOHAMA MARU (Kobe direct) Thursday, 14th July.

YEBUCHI MARU ... Sunday, 17th July.

SADO MARU ... Friday, 22nd July, at 11 a.m.

For further information apply to—

NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. K. KAMEI, Manager.

JAVA-CHINA-JAPAN LIJN.Regular Fortnightly Service between
JAVA, CHINA AND JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tjisalak	Shanghai	14th July	18th July	Java
Tjibeet	Java	16th July	20th July	Japan
Tjiuwong	Java	13th July	17th July	Japan
Hwah Hsin	—	25th July	29th July	Java

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING

JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Tjikembang	Java	25th July	2nd Aug.	Sao Paulo.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574. York Buildings.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.

REGULAR SAILINGS TO NEW YORK & BOSTON

FOR NEW YORK VIA SUEZ

S.S. "BOLTON CASTLE"

Sailing on or about 2nd August.

LYDD TRIESTINO.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "CILICIA" Sailing on or about 10th August.

Cargo only.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service to

From Colombo for South African Ports.

S.S. "UMKUZU" Sailing about 30th July.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone 1030

Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
CHANGSHA	In Hongkong	15th July at 4 p.m.

This steamer is fitted with Refrigerating machinery, ensuring plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

Agents.

"ELLERMAN" LINE.

ELLERMAN & BUCKNALL STEAMSHIP CO. LTD.

JAPAN, CHINA & STRAITS
TO
UNITED KINGDOM & CONTINENT.

LONDON, GLASGOW, ROTTERDAM & HAMBURG. "City of Brisbane"

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.

or to REISS & Co. Canton

General Agents.

CLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel	Due Hongkong.
S.S. "GLENSHANE"	12th July.
M.V. "GLENAMOY"	21st July.

HOMEWARDS.

Vessel	Leaves Hongkong.	Discharges.
M.V. "GLENNAVY"	20th July.	GENOA, LONDON & HAMBURG
"GLENLUCE"	25th July.	LONDON, ROTTERDAM & H'BURG
"GLENAMOY"	31st Aug.	GLASGOW, L'DON & ROTTERDAM
"GLENADE"	26th Sept.	GLASGOW & ROTTERDAM

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.AGENTS: **THE GLEN LINE, LTD.**

Telephone No. 215, sub-ex. 23 and 3596.

CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

S.S. "VICTORIA" Sailing on or about the 20th Aug.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S.S. CO. LTD.

Agents.

Tel. 3207.

113, Connaught Road Central.

COASTAL SHIPPING.**INDO CHINA STEAM NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION

Destination	Steamer	Sailings
SHAI & T'au via S'ow	Wahshing	Wed. 13th July at noon.
HAIPHONG via Hoihow	Lokanai	Fri. 15th July at 8 a.m.
MANILA	Wingane	Fri. 15th July at 3 p.m.
TIENSIN	Cheongshing	Sun. 17th July at d'light.
KOBE & Shanghai	Chatsang	Sun. 17th July at d'light.
BANGKOK via Swatow	Mingang	Tues. 19th July at 10 a.m.
STRAITS & Calcutta	Laisang	Wed. 20th July at 3 p.m.
SANDAKAN	Yannis	Sat. 23rd July at noon.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returnin. from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & s.s. "YANNIS" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENSIN LINE.—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "LAISANG" will be despatched on or about Wednesday, 30th July, at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
AMOY & SHANGHAI	Sunning	14th July at 9 a.m.
SWATOW & SINGAPORE	Hupoh	14th July at 10 a.m.
SHANGHAI & TSINGTAO	Sunyang	16th July at 4 p.m.
H'OW, PHOI & PHONG	Kailong	19th July at 9 a.m.
SWATOW & BANGKOK	Kalgan	19th July at 10 a.m.
SHANGHAI & PEKOW	Sinkia	19th July at noon.
SHANGHAI	Soochow	21st July at noon.
SHANGHAI & TSINGTAO	Chenan	23rd July at 4 p.m.
SHANGHAI & PEKOW	Szechuen	26th July at noon.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation and ships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (twice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are Landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'ow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE

Telephone No. 36.

Hongkong July 13, 1921.

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Hailong	W. Couper	THUR. 14th July at 3 p.m.
Malhaling	W. C. Parnmore	TUES. 19th July at 1 p.m.
Malhaling	A. H. Stewart	FRI. 22nd July at 1 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

NANYO YUSEN KAISHA.

The South Sea Mail S.S. Co., Ltd.)

Regular freight and passenger service

between

JAPAN HONGKONG & JAVA.

Sailings subject to alteration.

FOR JAVA.

Ports of call.—Batavia, Samarang, Sourabaya, Macassar and Balikpapan.

S.S. "Macassar Maru" ... Sailing on or about 28th July.

FOR JAPAN.

Ports of call.—Mojji, Kobe, Osaka and Yokohama.

S.S. "Samarang Maru" ... Sailing on or about 17th July.

All steamers have excellent passenger accommodations, and are fitted with Electric Light, Fans and Wireless Telegraph.

For further particulars please apply to—

K. SUZUKI,

Manager.

No. 5, Queen's Road Central.

SHIPPING-NEWS.

FARES AND FREIGHTS TO TSINGTAO.

The Japanese residents in Tsingtao, irritated by the unreasonable increase of the passenger fares and freight rates between Japan and Tsingtao, of the N.Y.K., O.S.K. and Harada Steamship Co., passed a resolution boycotting them. This, as recently reported, brought the Oaki Steamship Co. into the trade. Now, the Oaki Jiji reports that the Yamashita Steamship Co., in competition with these monopolists, has entered the trade by chartering the Kayomaru, and that it is showing good results through its lower fares and rates than those of the allied companies. It is thought that the Allies will find ways and means to compete, with their rivals sooner or later.

DEPRESSION IN SHIPBUILDING.

The Asahi states that the shipbuilding industry in Japan has been thrown into a critical condition, and considers that if the present conditions continue the dockyards will go bankrupt one after another by the forthcoming autumn, or at the latest by the end of this year. During last year, orders for 20,000 tons of materials for the construction of ships were placed with the Yawata ironworks, but none of the dockyards have purchased even a single ton from them this year. This, the Asahi says, demonstrates eloquently the depression of the trade. An expert of a certain shipbuilding yard in Nagasaki, who has visited the Government ironworks, says (being quoted by the same Osaka journal) that the Japanese shipbuilders, affected by the shipping depression, have had no new orders since last autumn. Only the Nagasaki Shipbuilding Yard has received a contract for a new ship from the Osaka Shosen Kaisha this year, while other shipbuilding yards, having accepted no new orders, are continuing the construction of the vessels contracted for the year before last. All these vessels will have been completed by the coming autumn, and, unless marine circles have been restored by that time, they may have to close their doors. Of course, those which have been favoured with agreements for the materials to be used in the eight-and-eight squadron may feel reassured, but the fate of others may be sealed before the end of this year.

ELECTRIC PROPULSION EQUIPMENT.

The installation of the electric propulsion equipment on the s. Invincible, the second of the group of ships which the United States Shipping Board is equipping with electric drive has recently been completed and placed in service. Work on the s. Archer, which will be the third Shipping Board vessel to be converted to electric drive, has been started. The Invincible is a vessel of 12,000 gross tonnage, is 440 feet long 56-foot beam and has a depth of 35 feet. The ship's original boilers and steam auxiliaries were left in. Her new propulsion equipment is of the same type as that which has proved so satisfactory on the Eclipse. This equipment consists of a marine turbine generator, a three phase induction motor, two 35 K. W. marine engine generator sets and the control system. The turbine generator is divided into two parts, the turbine, and the generator—which is a 2,300-volt three-phase, 3,000 r.p.m. alternator. The propulsion motor is rated at 3,000 horse-power, normal speed 100 r.p.m. and is connected directly to the propeller shaft. The control equipment consists of a control group, a water-cooled resistor which is used when starting and reversing the motor, and a control panel. There are also two 35 K.W. steam-engine driven generators which furnish 125-volt D.C. excitation and light the ship. One of these units is always retained as a spare.

KAWASAKI YARD.

At a meeting of the Board of Directors the Kawasaki Shipbuilding Yard decided to submit to a general meeting of shareholders proposals to increase the present capital of ¥45,000,000 to ¥80,000,000, to allocate the shares to be newly issued among the shareholders at the rate of one new share to one old one, and make the first call (¥12.5) from the reserve for equalising dividends.

MAYOR'S STALL AT THE ABBEY.

Bishop Ryle is assigning a particular stall on the north side of the choir at Westminster Abbey for the use of the Mayor of Westminster.

